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OFFICE
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DIRECTOR NOTES

Each year I am impressed by the interest and enthusiasm of those attending the shock and vibration symposia. This was particularly true of the 48th Symposium held at the Von Braun Civic Center in Huntsville, Alabama this past October. The convention facilities were excellent. The technical program was well received. Most important, the favorable feedback from the participants on the usefulness of the Symposium has been very gratifying. Our host, the U.S. Army Missile Research and Development Command, provided outstanding support resulting in a highly successful meeting. Mr. James Daniel, MIRADCOM member of the Technical Advisory Group to SVIC, was responsible for the support requirements. He deserves high commendation and our deepest thanks.

Mr. Daniel was also Chairman of an exceptional opening session. Following a gracious welcome by Major General Charles F. Means, Commander of MIRADCOM, Dr. John L. McDaniel gave an inspiring keynote address. Dr. McDaniel recently joined Hughes Aircraft Company following his retirement as Deputy/Technical Director of MIRADCOM. The three invited speakers all gave outstanding presentations. Thanks are due to Colonel John L. Cannon, Commander of the U.S. Army Waterways Experiment Station; to Mr. E.J. Kolb, Principal Technical Information Officer for the Army from the U.S. Army Materiel Development and Readiness Command; and to Dr. Robert M. Hamilton of the U.S. Geological Survey.

With the passing of the 48th Symposium and with this issue of the DIGEST, another year is completed. SVIC looks forward to continuing service to the technical community. For now, I extend my sincere best wishes to all our readers for a happy and prosperous holiday season.

H.C.P.

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EDITORS RATTLE SPACE

DECLINING ATTENDANCE AT TECHNICAL MEETINGS

It seems to me that attendance at technical meetings is continuing to decline. In fact, it is not uncommon for the authors in a session to talk only to each other! In some conferences the speakers and session chairmen outnumber the audience. The reasons for this decline, I believe, are overpublication, presentation of irrelevant material, reduced technical motivation, and economics.

In editorials during this past year I have stressed the problem of overpublication: much of the technical literature is no more than a rehash of previous work. Basic technology has been well established in many engineering areas; continued republication of the same material in slightly altered form does not motivate people to attend meetings. Publication of irrelevant material -- whether it is a super-technical treatise, technology with no practical application, or solutions to trivial problems -- is next to worthless.

Motivation for seeking new technology seems to be declining for two reasons. The first: engineers have discovered that they can solve given *problems* with the technical expertise they already have. The second reason also has to do with the engineer: a number of technically ill-equipped practicing engineers either are not aware of their problem or are not motivated to seek help -- until they have trouble.

Economics plays a big role in attendance at meetings. In a growing economy employers are more willing to spend money on "frills" such as technical meetings. When new technology is required to develop a product, employers are willing to support the learning process. However, in the absence of new development, they are reluctant to look at the long term education of an employee. It is unfortunate when an engineer has to perform at an optimum level on short notice -- the costs involved more often than not exceed those that would have been expended in a long-term educational program.

In order to stop the decline in meeting attendance, I believe we are going to have to select more carefully the material that is presented. This can be accomplished in part by establishing guidelines for the material to be presented at meetings and by upholding those guidelines in the review process. In addition, the effort to educate employers and employees (engineers) about the value of long-term learning should be intensified!

R.L.E.

SHIPBOARD SHOCK ENVIRONMENT AND ITS MEASUREMENT

M. W. Oleson and R. O. Belsheim*

Abstract - *This paper contains a review and description of ship shock environments caused by adjacent explosions. The responses of a ship's structure and equipment to these environments are also discussed.*

The ability to develop a wholly satisfactory characterization of the mechanical shock environment produced by a non-contact underwater explosion in proximity to a surface ship is limited. The shock environment of equipment is influenced by several factors. In addition to the obvious effects of charge size and distance of the explosion from the ship (attack geometry), the other effects are the response of the ship's structure to underwater shock and the dynamic properties of the equipment and the ship's structure. Reasonable experimental procedures for characterizing the free-field shock wave [1] and resulting motions of the ship's structure exist. A completely satisfactory characterization of the dynamic properties of the ship's structure has not yet been formulated.

SHOCK ENVIRONMENT

About 50 percent of the energy in an underwater explosion is propagated outward from the point of detonation in the form of an underwater shock wave. To an observer at some stationary point in the water, this wave, traveling at almost 5,000 feet per second, would appear as a pressure transient with an exponential waveshape and would be of very short duration.

The remaining energy released by the explosion is contained in a highly compressed gas bubble at the point of detonation. The bubble expands and contracts in an oscillatory fashion as it floats upward and ultimately vents at the water surface. Two effects are associated with bubble pulsation: first, water in the vicinity of the gas bubble undergoes oscillatory motions as a result of volume displacement; second, shock waves of successively lower energy are generated as the bubble contracts. Although these later effects may be important in overall ship strength computations, they are not usually

significant factors of inboard shock environment. Inboard shock environment is affected by the size and position of the explosive with respect to the ship, however.

Conditions that would result in lethal hull damage are beyond the scope of this article, which concentrates on the effects of small conventional explosives at close range, large nuclear charges at long range, and various combinations of the two (Fig. 1).

Superficial equivalence between attack geometries might be based on pressure-time impulse at the target. The free-field impulse varies inversely with the distance of the explosive from the ship. The effective impulse at points near the water surface is also influenced by a surface-reflected rarefaction wave, which, in combination with the direct pressure wave, abruptly reduces the net pressure to zero. For large charges, the pressure decay is comparatively slow, and at shallow attack angles the surface cut-off effects a reduction in the free-field impulse.

Loading on a target ship varies as a function of the attack geometry. With small charges close to the ship, target loading tends to be localized -- decreasing in severity at points on the hull away from the point closest to the charge. With very large charges much farther from the ship, the shock wave is more nearly planar, and all points on the hull are loaded almost equally.

The energy in the shock wave that is transferred to the ship's hull is initially manifest as kinetic energy of motion. As the ship begins to move, restraining forces come into play. In the horizontal direction, motion is restrained by the inertia of the water on the far side of the ship. In addition, an impulsive load of opposite phase occurs when the pressure wave has propagated to the far side. In the vertical direction, motion is restrained by gravity plus unbalanced air pressure due to cavitation beneath the ship's bottom as it moves upward in response to the initial velocity. Response in the vertical direction is

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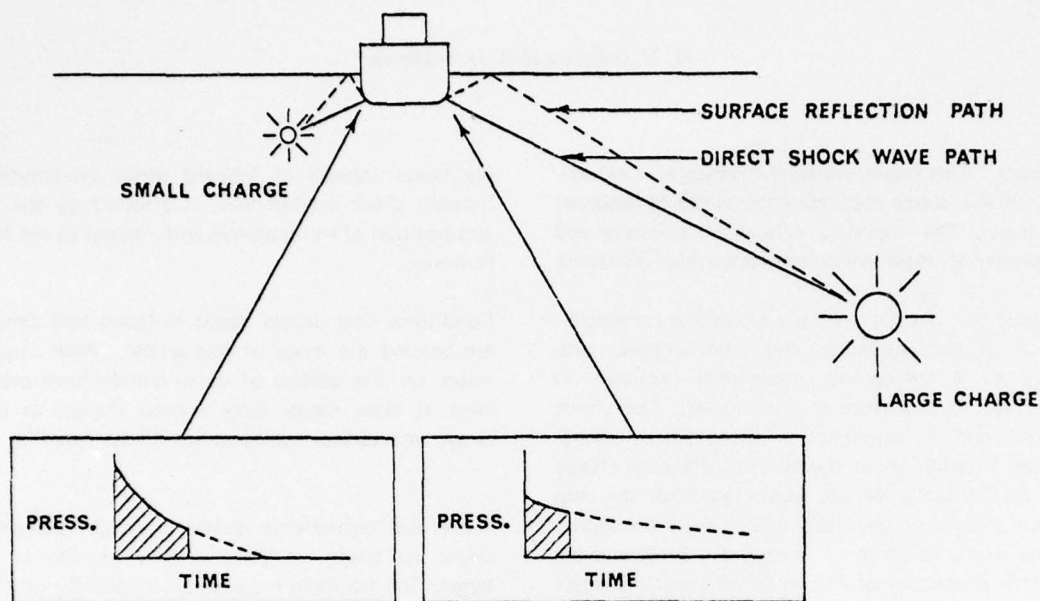


Figure 1. Pressure Time Impulses

usually greater, by a factor of two to four, than that in the horizontal direction.

SHIP RESPONSE

If a surface ship were truly rigid -- that is, without structural flexibility or structural modes -- it would respond to underwater shock as shown in Figure 2. An impulsive load from the shock wave would produce an initial-peak sawtooth velocity waveshape and a near-parabolic displacement waveshape.

Of course, surface ship's structures do have structural modes. The mode frequencies for a typical large ship range upward from one Hz, which is the first beam whipping mode [2]. Part of the kinetic energy initially transferred to the ship's bottom is manifest as rigid body motion; the remainder cause oscillatory distortions of the ship's structure at the various structural modes.

A two-mode representation of the midship's cross section amidships of a surface ship is shown in

Figure 3. The response of each mass to an impulsive load applied to the lower mass (M1) could be represented by superimposing an oscillatory component on a sawtooth velocity waveshape similar to that of the rigid mass. In other words, some portion of the incident energy has been coupled to a non-rigid mode.

The response motions indicated for this simple model are not inconsistent with experimental measurements taken during shock tests. The waveshape of the lower mass (M1) is characteristic of waveshapes taken in the hold region of surface ships. The oscillatory motion of the upper mass (M2) is frequently seen at upper deck levels. Oscillatory motion in the hold region tends to be less obvious than that indicated in Figure 3, but spectral decomposition of actual records indicates that it is present in most cases.

This two-mass representation is of course a very simplified version of a ship's structure. Mass and elasticity in a ship are distributed in structural frame members, structural hull and deck plating, and attached machinery. Although the resulting modes

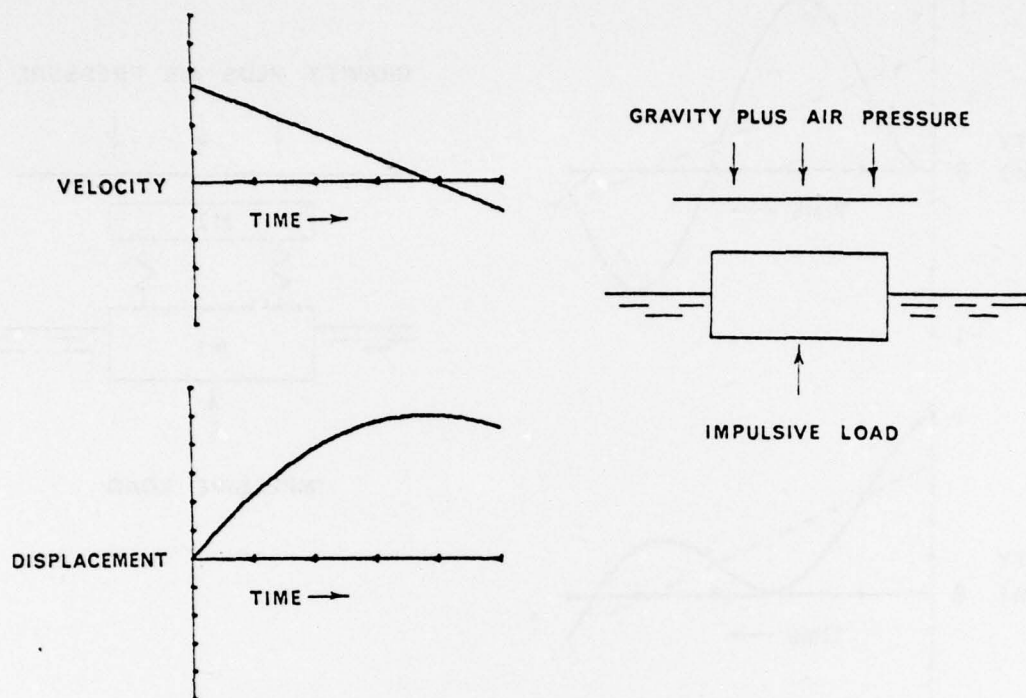


Figure 2. Response of a Rigid Structure to Underwater Shock

and their corresponding mode shapes are difficult to define both analytically and experimentally, experimental data tend to show at least one dominant lower frequency mode amidships in most surface vessels. It generally is in the range of 10 to 30 Hz and tends to have a nodal line spacing comparable to the beam of the ship.

Figure 4 is a structural schematic diagram of the cross section of amidships of an 18,000 ton combat support ship. Shock tests were conducted by placing a large conventional charge off the starboard beam. The response of the ship's structure was measured at port, centerline, and starboard positions below the main deck and at centerline positions above the main deck.

The velocity waveshapes shown in Figure 5 are positioned in approximately the same physical way as the gages in the ship. They show the first 100 milliseconds of response motion. Note the comparatively steep leading edges of the velocity waveshapes in the hold region. Note also that the initial steep rise is successively delayed at the centerline and port positions. The delay times correspond to the propagation time of the shock wave as it passed below the ship's hull. With respect to the transit time of the shock wave, therefore, the hold region was dynamically flexible.

As shock energy was propagated upward in the ship's structure, higher frequency motion components were attenuated by structural modes of the ship, and

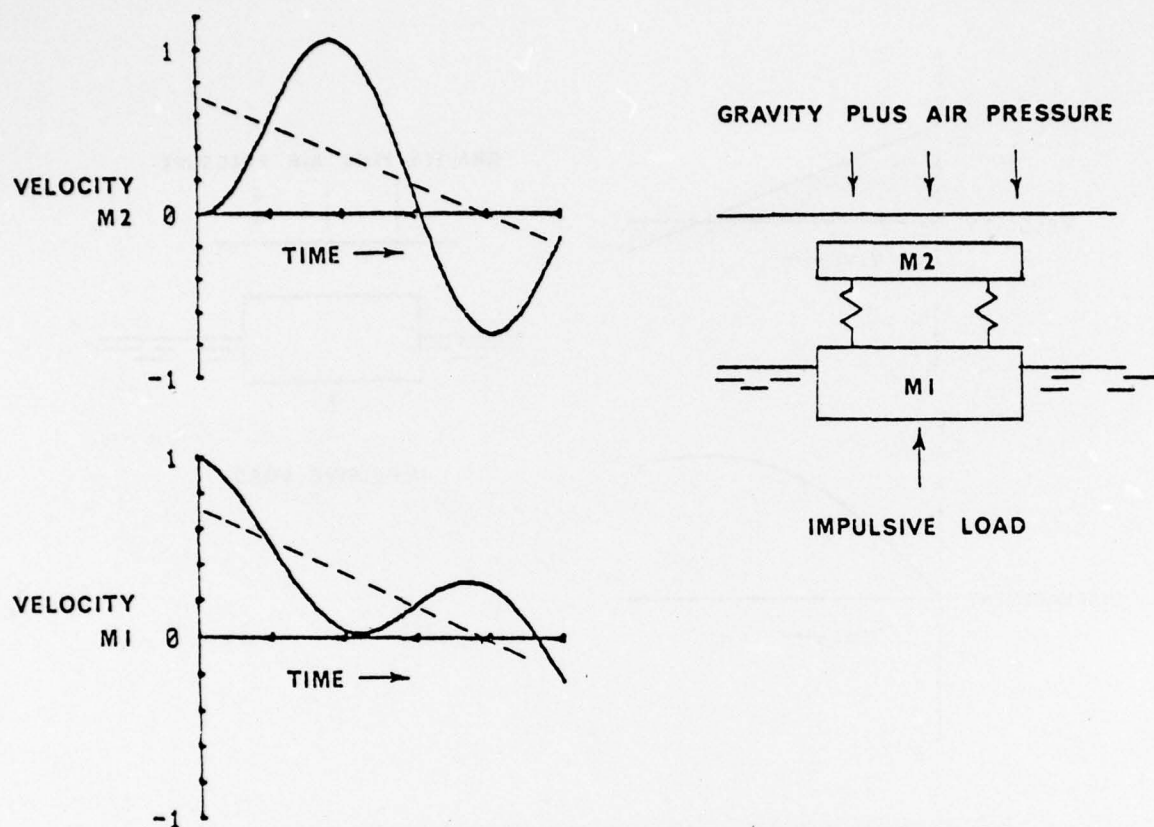


Figure 3. Two-Mode Representation of the Cross Section Amidships of a Surface Ship

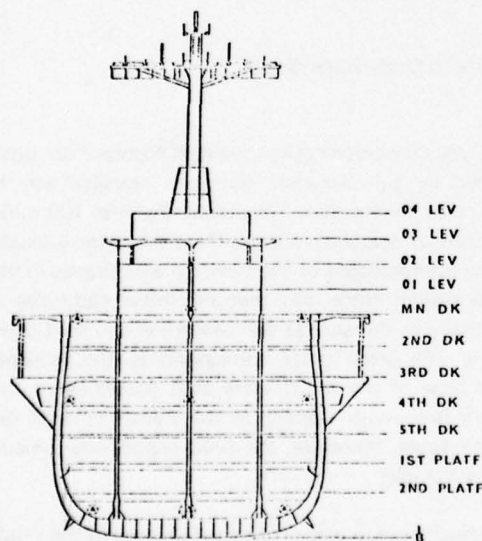


Figure 4. Structural Schematic Diagram of a Cross Section Amidships of an 18,000 Ton Combat Support Ship

responses at lower frequency modes became more prominent. As a matter of fact, if only the centerline gages are considered, it would not be difficult to justify a simple two-mode representation of the structural response of the ship. The upward velocity maximum measured at the 02 level and at the mast positions is approximately out of phase with a less obvious oscillatory component measured in the hold. The inadequacy of a two-mode representation would become evident if it were used to account for velocity waveshapes at port and starboard gage positions.

High frequency components of structural motion are most evident in the hold, as might be expected. Physically, this region of the ship is most affected by the incident shock wave. The shock wave loading is potentially capable of driving structural modes from the lowest value to the highest. However, the higher frequency modes tend to have comparatively closely

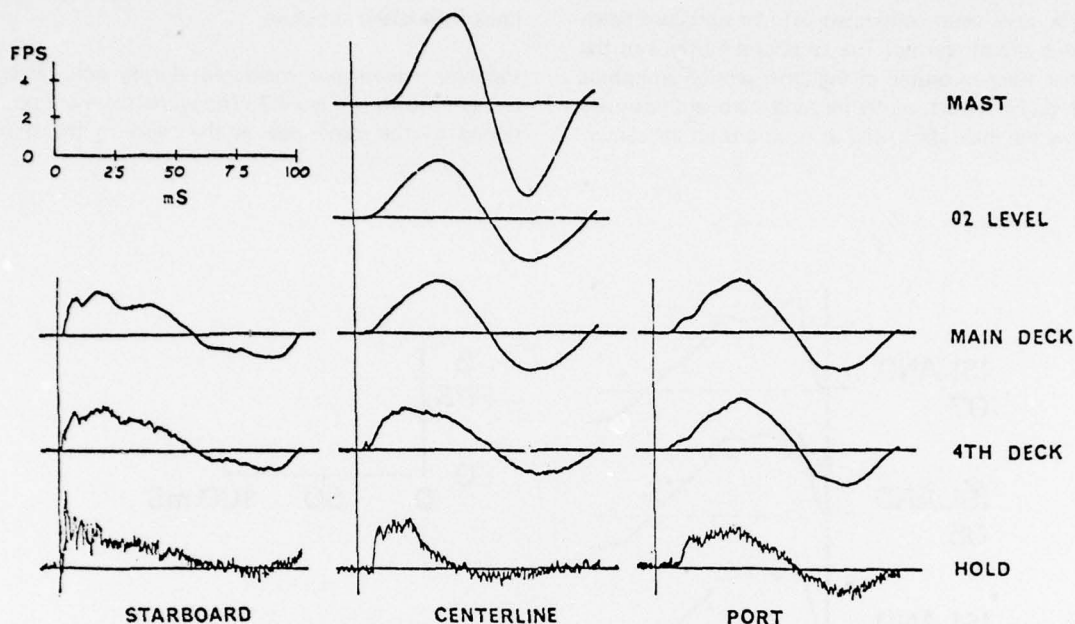


Figure 5. Velocity Waveshapes of a Ship's Response to Shock Tests

spaced nodal lines -- that is, they involve small regions of the ship -- and energy in these modes is not readily propagated over large regions of the ship. Thus, at instrumented positions on upper deck levels, the higher frequency modes were less vigorously excited, and higher frequency motion components appear progressively attenuated.

In a sense, a ship's structure can be viewed as a mechanical low-pass filter. Much equipment would experience a less severe shock environment at the upper deck levels.

Figure 6 is a structural schematic diagram of the cross section amidships of a 28,000 ton aircraft carrier of World War II vintage. It is only partially representative of modern carrier design. Typically, carrier design differs from that of smaller ships in several ways: the superstructure is displaced to one side; interior framing is interrupted at the main, or hanger deck, level; the cross section amidships is more nearly rectangular; and the multiple side tanks tend to increase the vertical stiffness of the port and starboard sides of the hull.

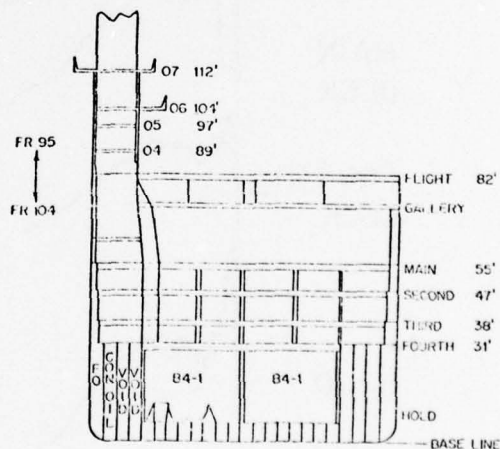


Figure 6. Structural Schematic Diagram of the Cross Section Amidships of a 28,000 Ton Aircraft Tanker

Shock tests were conducted off the starboard beam of this aircraft carrier. The structural motions of the carrier were measured in the cross section amidships with gages at port, centerline, and starboard positions below the main deck, and at positions up the center-

line of the island structure.

Velocity waveshapes measured during one carrier test are shown in Figure 7. The waveshapes are positioned in the same way as the gages in the ship.

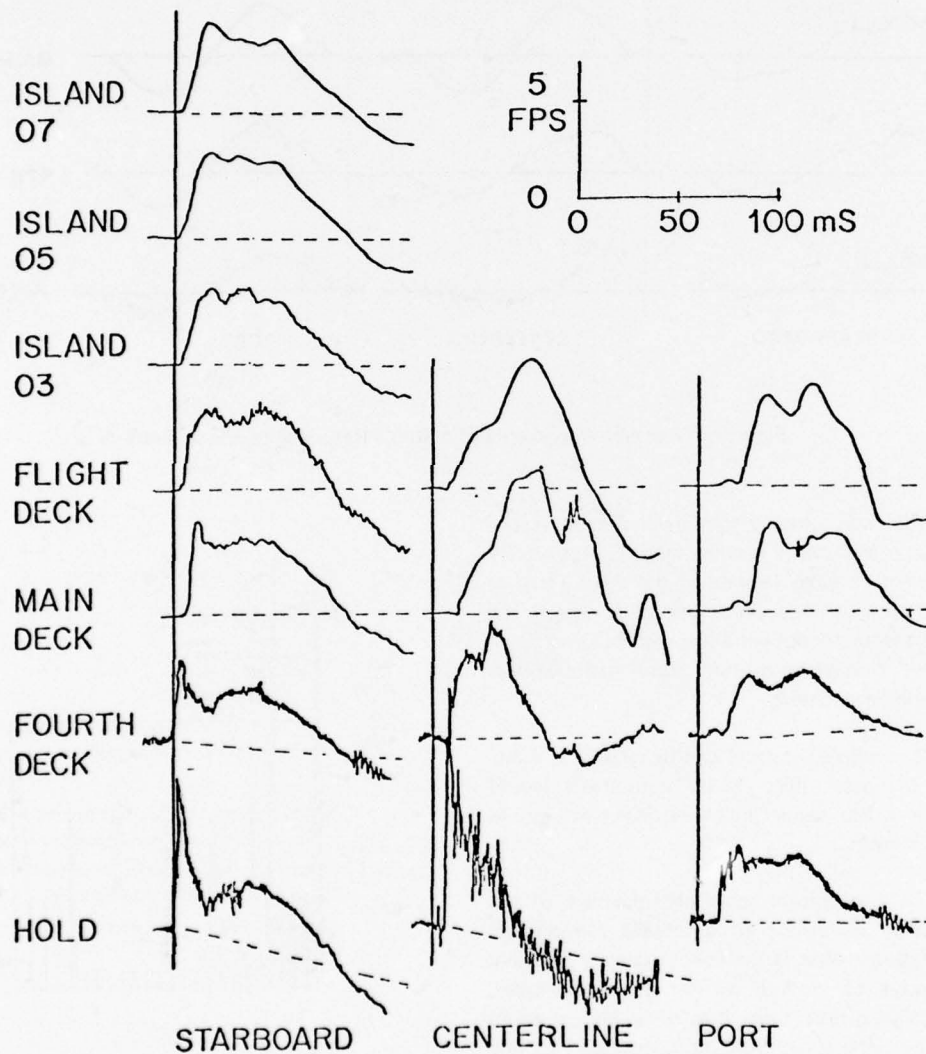


Figure 7. Velocity Responses of a Carrier to Shock Loading

The dominant features of these waveshapes are not unlike those of the smaller ship. Velocity waveshapes in the hold region have a steep leading edge and more high frequency motion than is evident at upper levels in the ship. At the centerline gage positions, motion at upper deck levels is almost sinusoidal, and would appear to be nearly out of phase with an oscillatory component of motion at the centerline gage position in the hold. This set of waveshapes has allowed an approximate experimental definition of a major structural mode of the ship.

At the flight deck level, the velocity waveshape at the centerline position is almost sinusoidal; however, the velocity waveshapes at the port and starboard edge positions might better be approximated as rectangles. The velocity waveshapes at positions on the main deck level are similar. The difference in waveshapes implies relative deflection of the centerline gage positions with respect to the port and starboard edge gage positions.

Recordings from each of three sets of gages were electronically combined and integrated to provide a time-history record of the relative deflection at deck centerline positions with respect to a line drawn between the two deck edge gage positions [3]. The time-history deflection records indicated sustained oscillatory deflections with frequencies in the neighborhood of 10 to 15 Hz.

This analysis, and other supporting data lead to the conclusion that the structural response mode involves vertical oscillation of the centerline region with respect to the sides. Such a mode might involve a significant fraction of the total mass of the ship. Because the mode was strongly excited by the incident shock, it would also contain a significant portion of the incident shock energy.

Another consequence concerns the shock environment of shipboard equipment. In most cases, damage to equipment can be related to shock-induced distortions within the equipment at natural frequencies of the equipment itself [4]. Energy to produce such distortions must necessarily be introduced via the ship structure. If a structural mode and a natural frequency of a piece of equipment were approximately the same, and if the structural mode contained significant energy, it would seem probable that the equipment damage would be enhanced.

A distinguishing feature among combatant ships of various classes regarding the shock environment of inboard equipment is associated with structural modes. In principle structural modes can be calculated. In practice such calculation has not proven adequate, and the characterization of inboard shock environment for various classes of combatant ship has been based on experimental data taken during ship-shock tests.

A broader concern is not with structural response motions of the ship alone but rather relates to the potential for damage to vital equipment.

A technological objective is to quantify and define, to engineering accuracy, shock-induced mechanical stress effects on arbitrary shipboard equipment. The engineering calculation as it pertains to the equipment is not especially difficult -- provided only an appropriate input motion (or design equivalent) can be stipulated at the equipment's foundation.

It is tempting to assume that an input motion could easily be synthesized by using a motion characteristic of the structural response of the ship. Unfortunately, such a formulation has limited validity.

The susceptibility of shipboard equipment to damage from shock is a function of natural frequencies of the equipment and of the ship's structure as well as the severity of the shock. If frequencies of the equipment are relatively high compared to the frequencies of contiguous motions of the ship's structure, stresses within the equipment can sometimes be approximated by using the weight of the equipment and measuring a peak acceleration value at the equipment foundation. Conversely, if equipment frequencies are relatively low -- a situation encountered with shock-mounted equipment -- stresses within the equipment can sometimes be approximated on the basis of excursions appropriate to the equipment foundation. For equipment whose structural frequencies are in the same general range as those of the structural modes of the ship, no single or simple parameter suitably characterizes the effective severity of the shock environment on the equipment.

In general, shock-induced response motions of installed equipment cause corresponding reaction forces at the equipment foundation. These reaction forces, in turn, tend to modify the input motion at the

equipment foundation over that which would be observed were the equipment not in place -- usually in such a way as to reduce the response motions and corresponding stresses in the equipment [5].

In Figure 8, a measured shock velocity response has been transformed from the time domain to the frequency domain with a shock spectrum analysis. The ordinate is a measure of the response that a simple mechanical oscillator would exhibit at each frequency along the abscissa axis.

The velocity record from which this figure was derived was measured at the foundation of an 8,000 lb. mechanical mass-spring assembly attached to

heavy deck plating on the third deck of a cruiser. The vertical arrow indicates the fundamental frequency of the mass-spring system, 47 Hz.

It can be shown that the maximum stress in the mass-spring system was directly related to the shock spectrum value measured at its natural frequency [6]. Yet the shock spectrum value at this frequency is greatly depressed with respect to the value at other frequencies. In effect, the assembly has reacted on foundation structure of the ship in such a way as to lessen the effect of the shock. The mass-spring system is artificial, however, because it was designed and installed to demonstrate the effect of structural interaction.

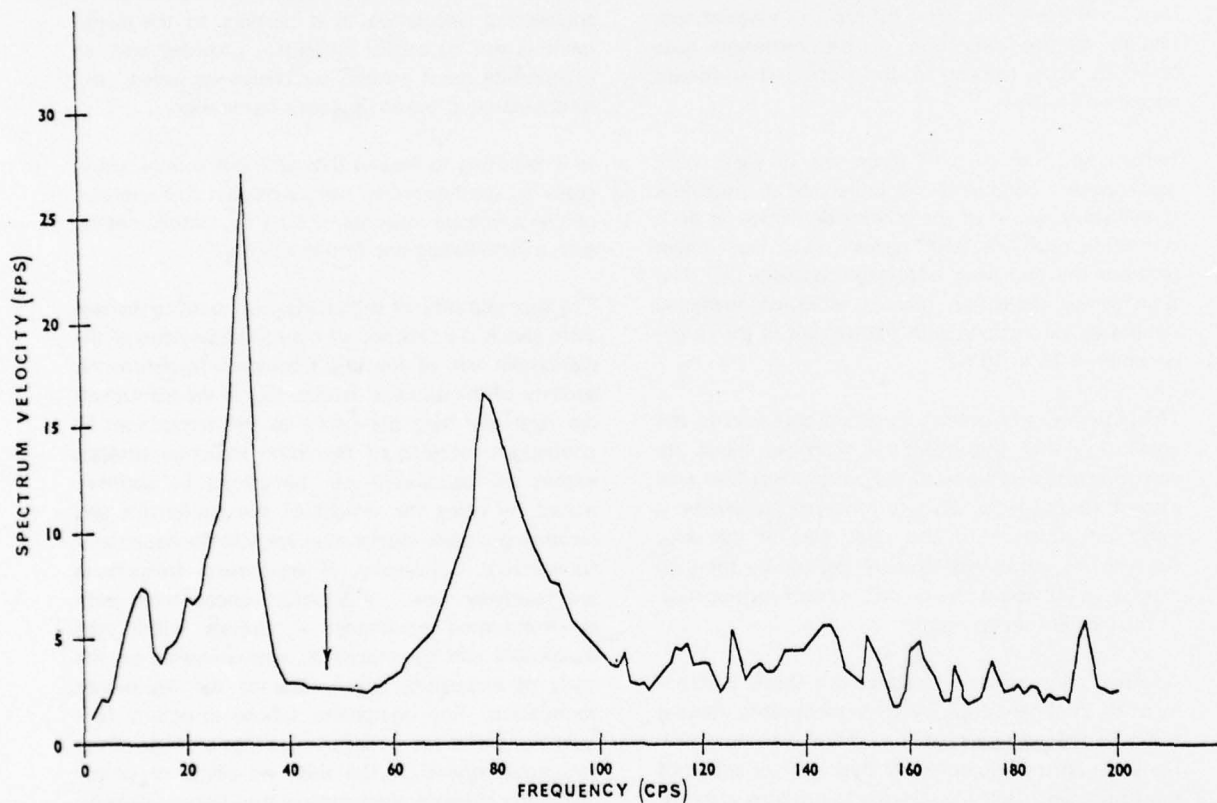


Figure 8. Shock Velocity Response Spectrum

The spectrum in Figure 9 was obtained from a velocity response measured at the foundation of an actual service turbo generator of a ship (SSTG). The SSTG weighed 33,000 pounds and was attached to the cruiser hull by vertical pipe stanchions. The SSTG installation exhibited a single dominant natural frequency at almost 30 Hz. Again there is clear evidence of structural reaction on the ship -- an obvious depression of the shock spectrum occurring at the natural frequency of the installed equipment.

In general, the effect of structural interaction is determined by modal frequencies and modal weights of both the equipment and the adjacent ship structure. Lightweight equipment attached to a heavy ship structure would probably cause little modification of the structural response of the unloaded ship.

Coversely, comparatively heavy equipment could be expected to produce a greater mitigation influence on its own environment.

The need to account for such structural interaction poses a substantial complication in the effort to characterize shock environments of ships. Structural dynamics as well as structural motion of the ship must be characterized.

A similar complication in electrical network analysis is readily reduced by means of Thevenin's theorem -- one of several network theorems that apply to linear systems. On the basis of this theorem, a complicated electrical network of active sources and passive circuit components can frequently be represented by a single equivalent source and a single equivalent circuit impedance. A similar representation of a ship structure might involve an equivalent velocity-time history and an equivalent mechanical mobility at selected positions on the ship's structure. Proposals to develop such a characterization have been made in past years, but have not been implemented [7]. Indeed it is not clear that current technology is adequate to accomplish the task.

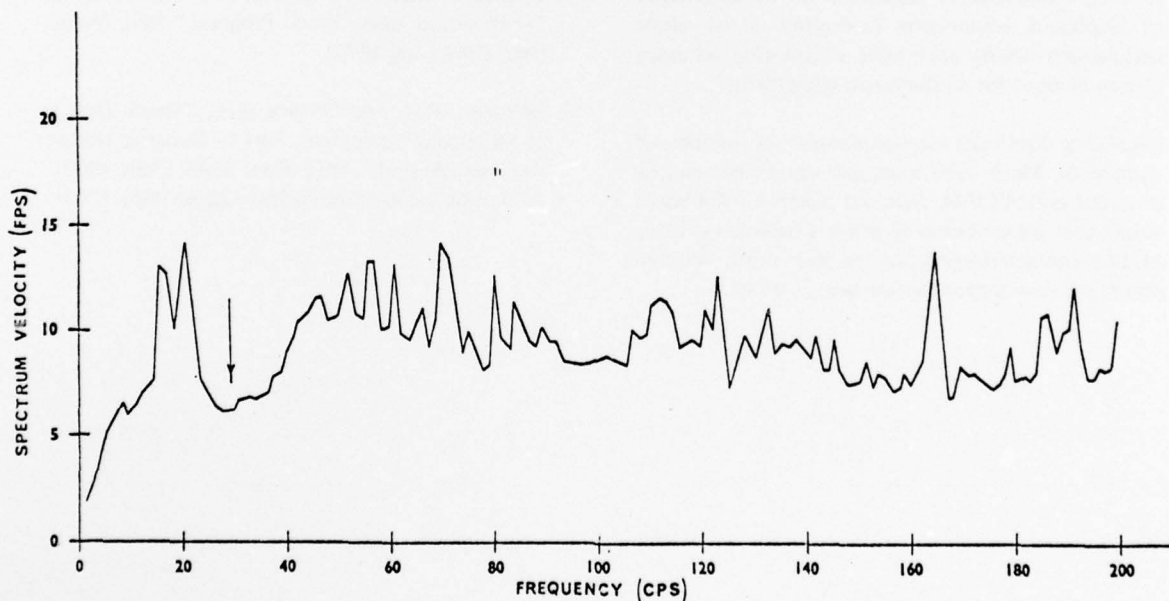


Figure 9. Velocity Response Spectrum at the Foundation of a Ship's Service Turbo Generator

Another approach to adequate characterization of the ship's structure is implicit in the Navy's Dynamic Design Analysis Method (DDAM). Numerical values used for DDAM calculations have been derived from motion measurements taken at the foundations of installed equipment [8]. Such measurements account for both structural interaction and basic structural response of the ship. Properly interpreted, the motion measurements are appropriate to other, similar installations.

DDAM in its present form, however, is not adequate for an engineering analysis of all classes of shipboard equipment. Any experimental measurement essentially characterizes the combined influences of structural response and structural dynamics of the ship and structural dynamics of the equipment. A large number of possible combinations exists, of course. The synthesis of a large number of experimental measurements has yielded a generalized design input for many of the more important combinations. But, for practical purposes, the existing data base is not extensive enough to characterize all combinations of engineering interest.

In fact, contemporary capability for shock analysis of shipboard equipments is limited; shock stress calculations having acceptable engineering accuracy cannot be done for all shipboard equipment.

Capability does exist for evaluating shock hardness of equipment. Much vital shipboard equipment can be analyzed with DDAM. Selected classes of shipboard equipment are amenable to analysis based on existing motion characterizations of the ship shock environment, and new approaches are being studied.

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LITERATURE REVIEW

survey and analysis
of the Shock and
Vibration literature

The monthly Literature Review, a subjective critique and summary of the literature, consists of two to four review articles each month, 3,000 to 4,000 words in length. The purpose of this section is to present a "digest" of literature over a period of three years. Planned by the Technical Editor, this section provides the DIGEST reader with up-to-date insights into current technology in more than 150 topic areas. Review articles include technical information from articles, reports, and unpublished proceedings. Each article also contains a minor tutorial of the technical area under discussion, a survey and evaluation of the new literature, and recommendations. Review articles are written by experts in the shock and vibration field.

This issue of the DIGEST features a literature review on a new way to model mechanisms and machines by Dr. R.C. Winfrey. His article on the finite element method applied to the analysis of mechanisms and machines reflects a new way at looking at the problem.

Drs. Ross, Strickland and Sierakowski review experiments involving basic structural elements such as beams and plates subjected to blast loading. Responses and failures of these elements are described.

RESPONSE AND FAILURE OF SIMPLE STRUCTURAL ELEMENTS SUBJECTED TO BLAST LOADINGS

C.A. Ross*, W.S. Strickland**, and R.L. Sierakowski***

Abstract - This paper is a review of experiments involving basic structural elements such as beams, plates, and cylindrical shells that have been exposed to mild blast loadings. The response and subsequent failure of these structural elements are described in some detail.

The response and failure of structural elements under dynamic loadings are complicated processes that are difficult to analyze. The responses of beams and plates to blast loadings are similar; the response of cylindrical shells tends to be much less predictable and more complicated. This paper describes the effects of mild blast loadings on these simple structural elements.

BEAMS

Aluminum beams, 0.0254 m wide, 0.454 m long, and 0.16 to 0.32 cm (0.063 - 0.125 in) thick were exposed to a fuel-air-explosive (FAE) device. This fuel-air device, which was used in all of the tests consists of a plate and beam test fixture fabricated from 2.54 cm steel plate and bolted to a concrete pad; a gas bag containing the fuel-air mixture is placed in series as shown in Figure 1. Polyurethane plastic is stretched over a waterpipe frame, and the

assembly is sealed with plastic tape. A detonating charge of 100 gr of Data Sheet is placed at the end of the bag opposite the plate; the bag is filled with 0.91 kg of MAPP (methyl acetylene propadiene) gas and allowed to mix with air for ten minutes. Detonation of the Data Sheet creates a Chapman-Jouget wave as the fuel air mixture travels the length of the bag and impinges upon the test device. The device produces a wave of constant velocity and pressure; the reflected pressure on the test item can be varied, however, by changing the distance from the end of the bag to the test item (D of Fig. 1). Initial measurements were made on a thick non-deforming plate instrumented with piezoelectric transducers for recording peak pressure versus position for various distances between the bag and the test fixture. As a check, pressure was measured around the outside of the test section during both the plate and beam tests. Pressure and impulse data reported herein are based on pressure-time histories recorded on the flat non-deforming plate.

Both ends of the beams were held fixed against rotation and deflection. The load was applied normal to the 2.54-cm beam width by placing the bag in series with the test stand (see Fig. 1). Pressure was also measured on 4.90-cm thick steel beams fixed as shown in Figure 2. Deflection-time histories for

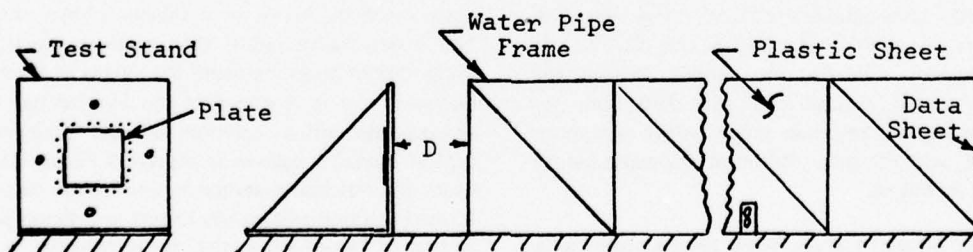


Figure 1. Gas Bag and Plate Test Fixture in Place

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the beam were obtained by placing a lined grid to the side and behind the beam (see Fig. 3) and using a high-speed camera to record the deflection.

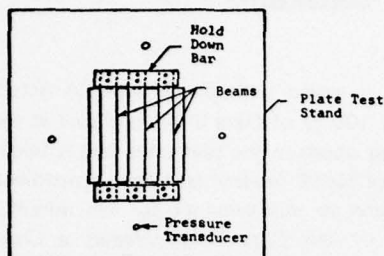


Figure 2. Beam Test Specimen Bolted in Place

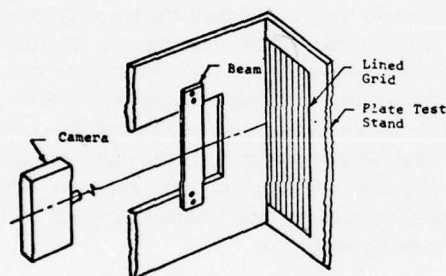


Figure 3. Test Fixture for Recording Time History of Beam Deflection

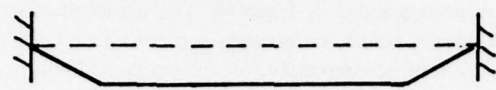
The responses of the beams can be separated according to beam thickness: with thick beams, large permanent deflection occurs with little or no rebound; with thinner beams, large deflections take place with considerable rebound. The response and failure of the thick beams (0.32 cm) can involve: (a) permanent deformation without failure; (b) failure at some critical load and deflection; (c) failure during the response mode before maximum deflection; and (d) shear failure at the edges before deformation begins.

Deflection of the 0.32-cm thick beams occurs as a traveling hinge motion (see Fig. 4a, b), which continues until the motion reaches the midpoint of the beam. If the loading is sufficient, failure can occur at the fixed ends; with smaller loads, some elastic rebound occurs, and the beam is permanently de-

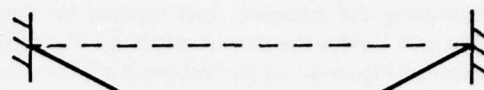
formed (see Fig. 4c). Apparently, for a given beam a critical load exists at which maximum deflection for failure occurs. For all beams tested, failure occurred at one of the fixed ends. If the load was increased beyond the critical load where failure and maximum deflection are coincident, failure occurred at the fixed ends during the initial hinge motion. Continued increases in the loading could cause shear failure at the fixed ends before any noticeable deformation took place [1]. It would appear that the failure mode for the thicker beams changes from a tensile failure to a shear failure with increases in loading at constant thickness.

Based on tests on aluminum beams [2] the traveling hinge velocity -- approximately 3,000 m/sec -- indicates a shear wave. The tensile to shear failure transition can be explained with a critical shear particle velocity concept. The initial transverse velocities of the beam were calculated from known applied impulse values and compared to the critical shear particle velocity for the beam material [3]. The initial transverse velocity exceeded the critical shear particle velocity in each case of shear failure at the fixed ends.

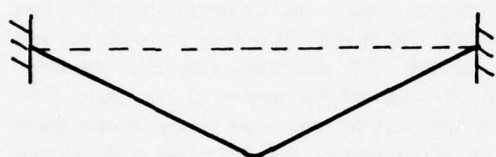
The thinner beam elements show considerable rebound if failure does not occur. Film clips obtained according to the scheme in Figure 3 showed that the beams begin to deflect with a traveling hinge motion (see Fig. 4a, b). The hinge motion continues to the midpoint of the beam (Fig. 4c) at which time a reflection of the waves occurs and the beam begins to rebound in the same shape as that of the initial deformation (note flat midsection of Fig. 4e). If the beam fails, failure occurs when the two traveling hinges reach the midpoint of the beam. If failure does not occur, rebound continues toward the initial position of the beam in a traveling hinge motion. The plastic deformation that occurred during the initial deformation increased the length of the beam, however, and it is therefore too long to pass back through its initial position without buckling. A typical buckling pattern is shown in Figure 4f. The beam thus oscillates several times through its undeformed position and comes to rest in a shape similar to that of Figure 4h. As the load is increased to some critical value, failure occurs in a deflected mode similar to thick beam failure. Continued load increases beyond this critical value ultimately produce the failure described for thicker beams.



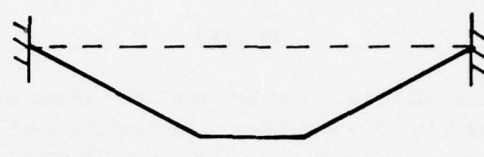
a



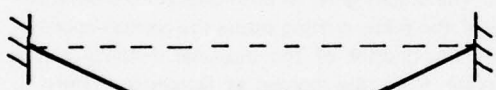
b



c



d



e



f



g



h

Figure 4. Typical Responses of Beam Elements

Based on these experimental results, a method for determining the minimum load required for failure might well involve the three plastic hinge mode shape typical of Figure 4c, which includes both the plastic bending stress and the axial stress.

The general traveling hinge motion has been described in detail for beams with and without axial restraint [4, 5]. Experimental tests [6] have shown that impulsively loaded beams without axial restraint also exhibit traveling hinge motion without rebound for all thicknesses of beams.

PLATES

Both 2024 aluminum and mild steel plates were tested by subjecting 0.46 m square plates to the FAE device shown in Figure 1. The test plates were held fixed on all edges with a friction device; post test inspection showed very little slippage at the edges.

A reflective Moire fringe pattern was used to observe the deflection-time history of selected plates (see Fig. 5). Additional information regarding this technique is available [7, 8].

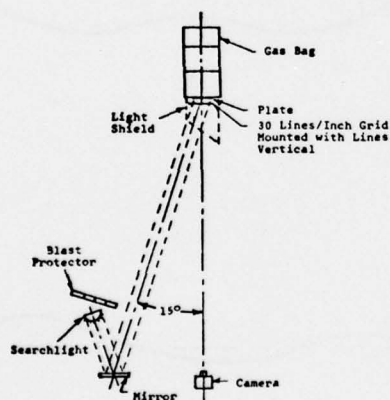


Figure 5. Schematic Diagram for Moire Pattern Experiments

Square plates 0.46 m (18 in.) wide and from 0.064 to 0.32 cm (0.025 - 0.125 in.) thick were tested at various blast pressures. The response modes for the aluminum and steel plates were similar. Reflective Moire fringe patterns photographed at 40,000 frames/

sec revealed a hinge type motion for the deflection shown schematically in Figure 6. The actual photograph cannot be shown because the contrast of the fringe pattern is completely lost during reproduction from the movie film.

A single fringe of the Moire pattern simulated in Figure 6 represents a line of constant deflection. The spacing between the fringe lines would represent the density or gradient of the deflection with respect to the normal to the fringes. As indicated in Figure 6a, the deflection starts with motion of the entire plate. The boundary is seen as a moving wave or hinge motion toward the center of the plate. This means that the central portion of the plate remains relatively flat with decreasing size until the hinge has nearly reached the center of the plate. This central flat portion retains an almost square shape through about half of the deflection process; then the central portion of the plate begins to bulge uniformly and takes on an almost spherical shape (see Fig. 6d). The center of the plate continues to deflect, and the spherical portion enlarges slightly. Failures usually occur at this point in time and begin as cracks at the midpoint along one of the plate edges. The cracks grow in both directions around the edges of the plate, cutting across the corners approximately one-quarter of the diagonal distance across the plate from the corner as shown in Figure 7. The failure surface of the crack appears to be a typical sheet failure in tension.

For the thinner plates and lower peak pressures some rebound will occur even though plastic deformation has already occurred. Although it was believed that some reverse flow from the blast was causing the rebound, high-speed photography verifies that elastic rebound does occur. This rebound was found to be more prevalent for thin beams than for plates. Table 1 lists all the plates tested, as well as pertinent data measured and recorded.

It was observed experimentally that plate failure occurs in an almost fundamental mode for the loadings used in this study, even though the higher modes are active during the major portion of the deformation process. For more severe loadings failure begins as shear of the sheet at the edges before any deformation takes place. However, this type shear failure requires that the peak pressure be greater than that for any failure occurring from

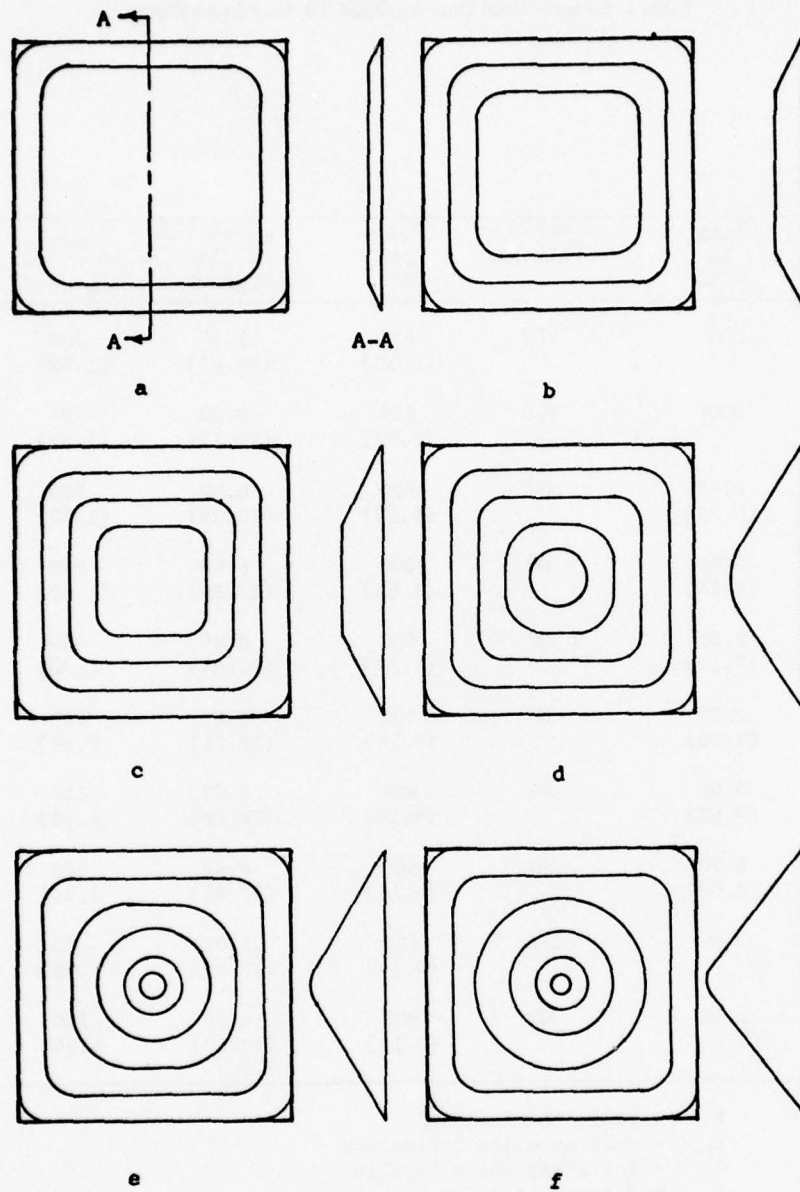


Figure 6. Sketch of Moire Fringe Patterns

The diagram to the right of each pattern represents the shape of the plate across centerline as shown at a typical section A-A of (a).

Table I. Experimental Data for 2024-T3 Aluminum Plates

h IN (CM)	w _{max} IN (CM)	PLATE FAILURE	p _{max} psi (MP _a)	(P _m /hx10 ⁻³) psi/in (MP _a /cm)	I _m psi-msec (MP _a -msec)	D FT. (M)
.071 (.180)	N/A	YES	800 (5.52)	11.30 (30.67)	220 (1.52)	0
.090 (.229)	N/A	YES	800 (5.52)	8.90 (24.17)	220 (1.52)	0
.125 (.318)	2.45 (6.22)	NO	800 (5.52)	6.40 (17.38)	220 (1.52)	0
.125 (.318)	2.60 (6.60)	NO	800 (5.52)	6.40 (17.38)	220 (1.52)	0
.071 (.180)	2.80 (7.11)	NO	600 (4.14)	8.45 (22.94)	130 (.90)	3 (.92)
.090 (.229)	2.75 (7.00)	NO	600 (4.14)	6.67 (18.11)	130 (.90)	3 (.92)
.063 (.160)	3.00 (7.62)	NO	600 (4.14)	9.52 (25.85)	130 (.90)	3 (.92)
.071 (.180)	2.70 (6.86)	NO	600 (4.14)	8.45 (22.94)	130 (.90)	3 (.92)
.050 (.127)	N/A	YES	600 (4.14)	12.00 (32.58)	130 (.90)	3 (.92)
.125 (.318)	1.98 (5.03)	NO	600 (4.14)	4.80 (13.03)	130 (.90)	3 (.92)

h = plate thickness
 w_{max} = maximum plate deflection
 I_m = total reflected impulse
 D = distance from plate to gas bag
 P_{max} = peak reflected over pressure
 a = 9 in, 18 in (45.72cm) square plate for all tests
 p(t) = P_m(1-t/τ) exp(-αt/τ)
 α = decay constant
 τ = positive pressure phase duration

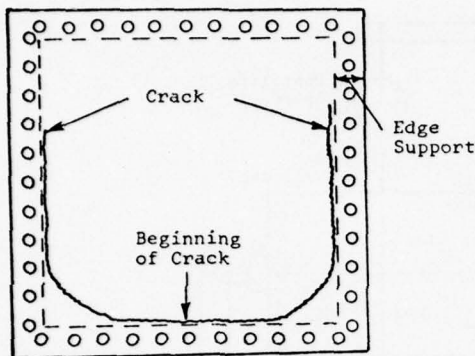


Figure 7. Typical Plate Failure

some deformation process.

The fact that, for the plates tested, failure occurs while the plate is in a fundamental mode shape supports the idea that an analysis could be based on a deformation to failure in a fundamental mode. The assumption that the energy to drive the plate to failure is independent of how it got there allows for a simple analysis. This analysis was applied to the plates tested with reasonable results for center point deflection for plates that did not fail [7]. This simple analysis also predicts failure at the midpoint of one edge when the ultimate strain, from the static stress-strain curve, is used as the failure criterion. Any strain rate effect or sensitivity is neglected, however. But, for the work hardened

material and plates tested, this assumption is not unreasonable. Figure 8 is a comparison of analytical and experimental results.

CYLINDRICAL SHELLS

Aluminum cylindrical shells with fixed ends and subjected to both a fuel air explosive (FAE) and spherical pentolite (HE) device have been studied using the test fixture shown in Figure 9. For the FAE loading the plate test fixture was replaced with the cylindrical test fixture; for the HE loading the spherical charge was hung directly over the cylinder as shown in Figure 9.

For the cylinders tested, the internal diameter was held constant at 0.31 m. Length/diameter ratios of 1.89, 0.89, and 0.39 were matched with radius/thickness ratios of 188, 117, and 95 to give a nine point data base for comparison.

The coordinate system used in the description of the response and failure is shown in Figure 10. A circumferential mode number n and a longitudinal mode number m used in the expression for radial deflection w

$$w = \sum \sum w_{mn} \cos(n\theta) \sin(m\pi x/L)$$

have been used to describe the general response modes of the cylinders. The number of buckles per circumferential length for a given mode shape

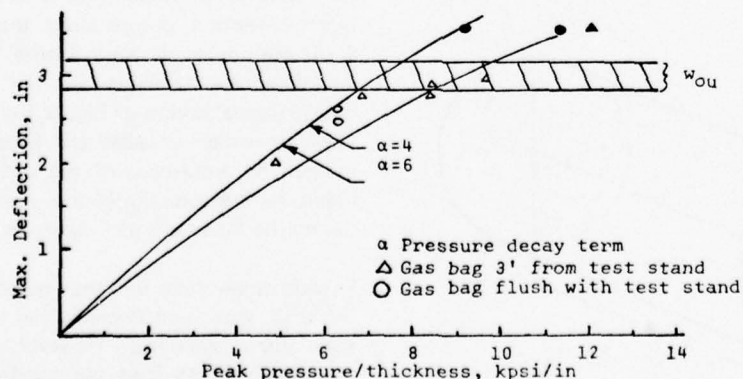


Figure 8. Maximum Plate Deflection Versus Pressure-to-Thickness Ratio

Plate failure range, w_{OU} , is based on an 18-20% ultimate strain.

Solid curves represent analytic results; solid symbols represent plate failure.

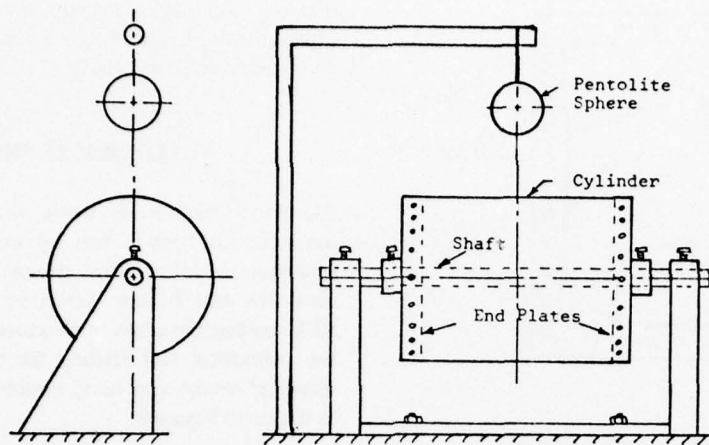


Figure 9. Cylindrical Shell Test Fixture

is n , and m is the number of half sine waves in the longitudinal direction. For all cases m was determined experimentally to be unity and is designated as the fundamental mode shape in the x direction. Experimentally n was calculated by dividing the number of buckles by the fraction of circumferential distance associated with the buckles. For example, for three buckled modes in only 25 percent of the cylinder (Fig. 11b), an experimental value of $n = 12$ is given. Attempts to photograph shell response were not successful, and all information from the FAE experiments was determined by post-test inspection. However, some high-speed photography have been obtained [9] for shock tube experiments on cylindrical shells.

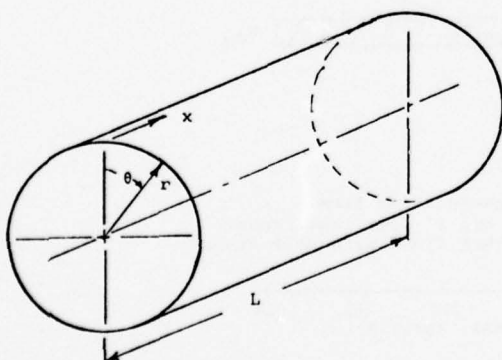
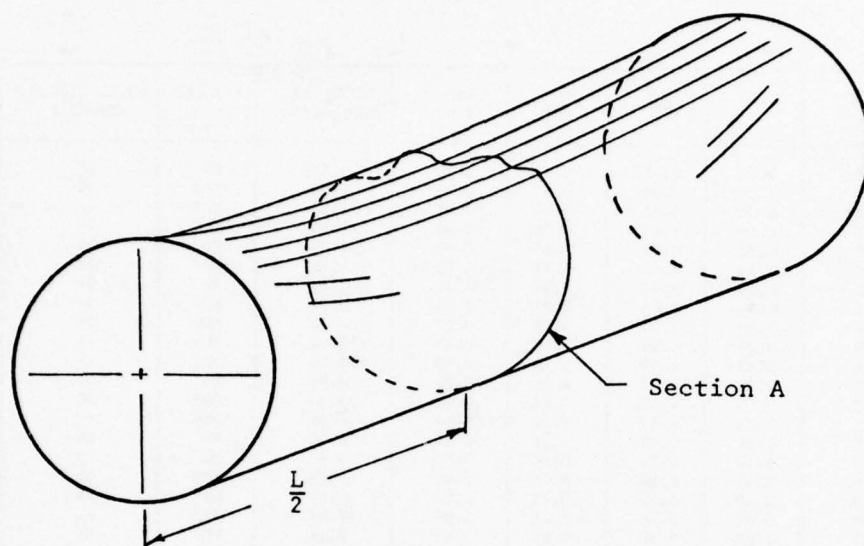


Figure 10. Coordinate System for Cylinders

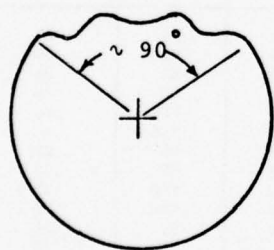
With fixed end cylinders failure always began as a crack at the $\theta = 0$ position of one of the fixed ends and spread circumferentially in two directions. The failure mode of those cylinders that failed was the same regardless of the response mode shape prior to the beginning of failure.

Experiments on cylinders loaded with planar blast waves have shown that buckling begins along the length of the cylinder at the $\theta = 0$ position and spreads circumferentially to about the $\pm 45^\circ$ positions. In all cases tested the average buckled area was only about 25 percent of the circumference. Deflection of the shell coincides with buckling and forms the fundamental mode in the x direction. The maximum deflection occurs along the mid-length and $\theta = 0$ position as shown in Figure 11. In some cases circumferential buckling did not occur. The unbuckled cross section of Figure 11c is typical of this response, which is called the fundamental collapse mode. The occurrence of the various mode shapes before failure complicates the analysis and is unlike the results for beams and plates discussed previously.

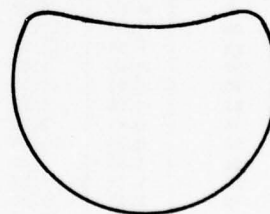
Experimental data for the cylindrical shells (see Table 2) show that buckling can occur for a given shell and a given load. However, a change in the magnitude of the load can produce a collapse response (see data points 15 and 28 in Table 2). Such results suggest that, for a given cylindrical shell, some critical load provides a transition between the buckled and collapse patterns.



a



b
Buckled Section A



c
Unbuckled Section A

Figure 11. Buckling Patterns and Modes of Cylindrical Shells

Table 2. Summary of Cylindrical Shell Tests

Fuel-Air Device

DATA POINT	a/h	L/D	P_{\max} $\theta=0$	I_{\max} $\theta=0$	Δt $\theta=0$	CENTER PT. DEFLECTION	FAILURE	% OF CIRCUM. DAMAGED	n
1	188	0.39	2.41	0.52	0.93	1.63	NO	30	28
2	188	0.39	2.97	0.59	0.87	2.03	YES	30	38
3	188	0.39	3.65	0.67	0.83	2.87	YES	--	34
4	188	0.39	4.48	0.76	0.80	10.41	YES	--	36
5	117	0.39	4.48	0.76	0.80	2.24	NO	32	22
6	117	0.39	6.03	0.90	0.70	2.31	NO	34	25
7	95	0.39	6.03	0.90	0.70	1.02	NO	24	26
8	95	0.39	6.03	0.90	0.70	0.74	NO	24	26
9	188	0.89	2.97	0.59	0.87	6.10	YES	34	32
10	188	0.89	3.65	0.67	0.83	>11.43	YES	--	32
11	188	0.89	4.48	0.76	0.80	>11.43	YES	--	33
12	117	0.89	4.48	0.76	0.80	3.96	NO	32	26
13	117	0.89	6.90	0.83	0.75	6.05	YES	36	34
14	117	0.89	6.03	0.90	0.70	8.26	YES	--	22
15	95	0.89	6.03	0.90	0.70	3.05	NO	34	18
16	85	0.89	6.03	0.90	0.70	2.41	NO	32	19
17	188	1.89	1.28	0.37	1.40	4.32	YES	34	13
18	188	1.89	1.52	0.40	1.20	--	NO	34	13
19	188	1.89	1.86	0.45	1.00	>11.43	YES	--	19
20	117	1.89	2.97	0.59	0.87	3.66	NO	29	1
21	117	1.89	3.65	0.67	0.83	7.87	YES	--	1
22	117	1.89	4.48	0.76	0.80	7.32	YES	--	1
23	95	1.89	6.03	0.90	0.70	6.99	YES	--	10
24	85	1.89	6.03	0.90	0.70	6.50	NO	37	10

DATA POINT	a/h	L/D	P_{\max} $\theta=0$	I_{\max} $\theta=0$	Δt $\theta=0$	CENTER PT. DEFLECTION	FAILURE	% OF CIRCUM. DAMAGED	n
25	117	0.39	8.27	1.28	0.72	3.02	NO	25	30
26	85	0.39	23.44	2.33	0.40	2.64	NO	30	23
27	85	0.39	17.24	1.93	0.46	1.37	NO	34	25
28	95	0.89	5.52	1.03	0.91	0.86	NO	24	1
29	95	0.89	10.34	1.45	0.61	>11.43	YES	--	1
30	85	0.89	6.90	1.17	0.80	8.26	YES	--	1
31	85	0.89	8.27	1.31	0.72	1.60	NO	22	26
32	48	0.89	23.44	1.93	0.46	1.83	NO	24	11
33	95	1.89	5.52	1.03	0.91	>11.43	YES	32	1
34	95	1.89	5.52	1.03	0.91	5.56	YES	32	1
34	85	1.89	6.90	1.17	0.80	3.56	NO	32	1
36	85	1.89	8.27	1.31	0.72	7.21	YES	30	25
37	85	1.89	10.34	1.45	0.63	7.06	NO	33	25

P_{\max} ($\theta=0$) = Normally reflected pressure in megapascals (MPa), (1.0MPa=145psi)

I_{\max} ($\theta=0$) = Normally reflected impulse in megapascals-m sec (MPa-msec)

Center Pt. Deflection in centimeters (cm)

L/D = Length to diameter ratio

a/h = Radius to thickness ratio

n = Circumferential mode number

Δt = Positive pressure time phase in milliseconds (msec)

L/D values less than one have a decreasing mode number n for increasing thickness (see Table 2). This trend holds reasonably well for an L/D value of 0.89. For L/D values greater than one, however, the influence of change in thickness is less apparent.

Schuman [10] tested several sizes of cylinders subjected to blast loads but gave no response modes. His experimental results and those in Table 2 are generally in good agreement, but the analysis by Greenspon [11, 12] of Schuman's shells do not verify the results of Table 2. Another analysis [9] showed very good agreement for shells tested by the authors, but it predicted higher mode numbers than those in Table 2. The lack of correlation may be due to differences in the manner of loading and in calculated impulse values. Application of a modal type analysis [13] provided reasonable predictions of the final mode shape, but the method lacks appropriate criteria for predicting failure.

Determination of the load distribution for analysis is a major problem. A series of blast loads were imposed on a non-deforming cylinder using the loading methods described for the FAE and HE cylinder test. Experimental determination of the peak radial pressure distribution, as a function θ , approximated the expression

$$p_m = p_s + (p_r - p_s) (\cos\theta)^{1.8}$$

p_r and p_s are, respectively, the normal reflected pressure and the static pressure of a plane shock wave in air. Pressure measurements made by Lindberg [9] showed closer agreement to a $(\cos\theta)^2$ form. Time variations due to engulfment and decay were

$$p(\theta, t) = p_m [1 - (t - t_0)/\tau] \exp [-\alpha(t - t_0)/\tau]$$

where t_0 is the engulfment time based on shock wave speed, α is the approximate decay rate of the plane wave, and τ is the time of the positive pressure phase of the plane wave.

SUMMARY

Beams and plates respond similarly to blast loadings. Initially, at lower or mild blast loads, both beams and plates respond with a hinge type motion that traverses the entire width or length of the element;

failure or rebound then follows. For more severe loadings failure occurs early in the initial hinge motion. For intense loadings failure occurs as complete edge shear before any deflection takes place. For all plates and beams tested, failure occurred at the fixed ends or edges.

Cylindrical shell response to blast loading tends to be much less predictable than that for plates and beams and is complicated by a buckling phenomena that is dependent upon loading characteristics as well as the geometric and material properties of the cylindrical shell. In general, for a given cylindrical shell there exists a critical load which governs the response mode shape for the cylinder. Transverse blast loaded cylinders respond circumferentially in either a buckled or collapse mode coupled with a fundamental mode shape in the axial direction. For the cylinders tested, almost all of the damage occurred over only one-fourth of the circumference. The damage was centered around the leading edge of the cylinder; failure began as a crack at the fixed ends of the leading edge.

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THE FINITE ELEMENT APPLIED TO THE ANALYSIS OF MECHANISMS AND MACHINES

R.C. Winfrey*

Abstract - This review contains a survey of some approaches to the analysis of mechanisms. Complex models are described, as are various problems associated with the use of finite elements in such analyses.

Improvements in machinery frequently involve conflicting design goals -- for instance, both higher operating speeds and improved positioning accuracy. In this context, "high speed" is taken to mean any speed at which inertial forces are of sufficient magnitude that they cannot be ignored. If such inertial forces are ignored, stresses can increase because of resonance build-up, or failure can occur because of premature fatigue; at the least, overall performance is generally less than expected.

During the design process of a machine, it is convenient to use a simple mechanism as a model. A two- or three-dimensional model with simple finite elements can be used to analyze variable systems with such nonlinearities as damping, backlash, and clearances. The information obtained from studying a simple mechanism can be of great value in solving a complex problem.

This review is limited to a discussion of mechanisms. Various approaches to the analysis of mechanisms and the role of the finite element are described. Complex models containing clearances at the joints of the linkages are discussed, as well as problems associated with analyses of mechanisms and directions for future work.

Early attempts to include elastic effects in the analysis of mechanisms [1-7] were generally based on the slider-crank mechanism (Fig. 1) because of its simplicity. To further simplify the problem, elasticity was usually ignored in all members except the connecting rod (member 2 in the figure), and analog and/or digital computers were used to solve the derived equations of motion. More recent investigations [8] have made use of this simple model to study various effects of interest.

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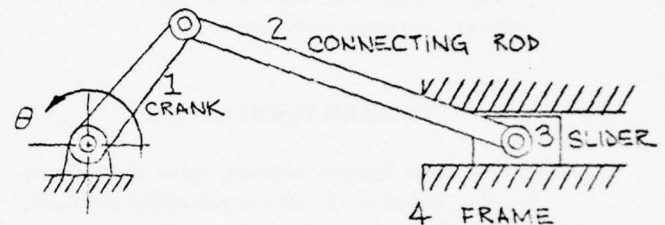


Figure 1. Slider-Crank Mechanism

The plane, four-bar mechanism (Fig. 2) was also given early consideration [9-10], and in 1969 the finite element method was used in general analyses of this and other mechanisms [11-15, 17]. Finite difference techniques were also applied to the analysis of mechanisms at about this time [16]; a unique method using an undulating elastica [7] was also introduced. The finite element method has become well established in engineering and it can be used to model two- and three-dimensional systems. A significant library of finite elements is now available in the literature.

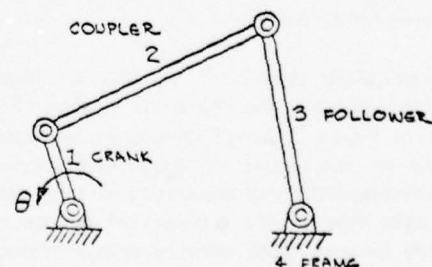


Figure 2. Four-Bar Mechanism

Early investigations were limited to analytical studies with little or no experimental verification. Among the first attempts at experimental verification were those by Alexander and Lawrence [18, 19], who used a slider crank model to confirm connecting rod resonances. They also verified the occurrence of significant fatigue stress reversals at five to ten times the driving frequency (crank speed).

PROBLEM FORMULATION

With the finite element method, either the stiffness approach, equation (1), or the flexibility approach, equation (2), can be used.

$$\{F\} = [k] \{x\} \quad (1)$$

$$\{X\} = [a] \{F\} \quad (2)$$

$$\text{where } [a] = [k]^{-1}$$

By definition, a mechanism allows rigid body deformations; therefore, the stiffness matrix $[k]$ is singular, and $[a]$ does not exist. The flexibility approach can be used by introducing artificial constraints, but the stiffness approach is more direct.

The simplest approach to modeling a four-bar mechanism is to use three classical beam elements and assume a rigid ground, as shown in Figure 3. It should be emphasized, however, that the rigid ground assumption is not made because of any limitations but for convenience. More coordinates could just as easily be added, and the frame included in the analysis, as shown in Figure 4. The added coordinates create more work for the computer, but not necessarily for the analyst.

Ten elastic link degrees of freedom, q_1 through q_{10} , and one rigid link degree of freedom, θ , are shown in Figure 3. Small deflections are usually assumed in calculations of elastic deflections. It has been shown [6] that accounting for large deflections adds little to the accuracy of the solution, primarily because elastic deflections in a functional machine are considered as second-order effects. Machine failure would occur long before the deflections increased appreciably. Because the elastic deflections are assumed to be small, they can thus be superimposed directly upon the rigid link mechanism.

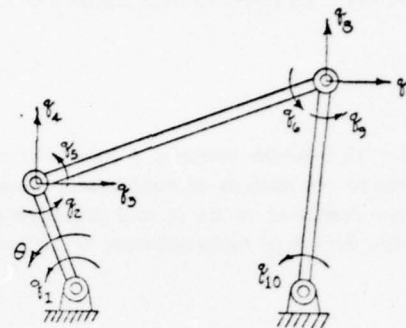


Figure 3. Four-Bar Mechanism - Rigid Base

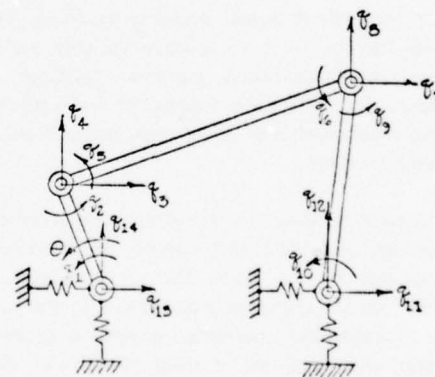


Figure 4. Four-Bar Mechanism - Elastic Base

A typical solution would include the following general steps:

- calculate the rigid body position, velocity, and acceleration of each link in the mechanism for a specific value of θ .
- use classical finite element methods to construct the dynamic equations of motion as if the mechanism were a stable structure.

$$[m](\ddot{q}) + [k](q) = (F) \quad (3)$$

- solve the equations of motion. Use as the initial conditions the results obtained as the final conditions of the previous elastic solution; superimpose the results upon the rigid body solution.
- $[m]$ and $[k]$ were obtained by assuming a fixed geometry but are actually functions of θ . Return to the first step and repeat when θ has changed enough -- perhaps one or two degrees, depending on the mechanism.

There are two major differences between finite element solutions for structures and for mechanisms. The obvious difference is that the geometry changes, so that $[m]$ and $[k]$ must be continuously recalculated - a significant task. The more subtle difference lies in the calculation of (F) in equation (3). Not only must (F) account for the usual external forces but also for the rigid body inertial forces. One approach [11, 14] used to obtain an expression for (F) is shown in equation 4.

$$(F) = (F)_{\text{external}} + (F)_{\text{inertial}} + (F)_{\text{relative}} \quad (4)$$

In the equation $(F)_{\text{external}}$ is the conventional set of externally applied loads; $(F)_{\text{inertial}}$ is somewhat analogous to a set of D'Alembert forces. These inertial forces arise from the rigid body accelerations of each link in the mechanism. The final term, $(F)_{\text{relative}}$, is like a Coriolis term. It arises because of the variable geometry and is a second order term, compared with $(F)_{\text{inertial}}$, for small elastic deflections. Thus, for the overall mechanism, $(F)_{\text{relative}}$ is essentially a second order effect and can be ignored. This is fortunate because its calculation can be cumbersome. Procedures for calculating $(F)_{\text{inertial}}$ can be found in the references [11].

METHODS OF SOLUTION

After equation (3) has been formulated, it must be solved to obtain the elastic deformations. The solution can be piecewise.

Modal Analysis

Modal analysis requires an eigenvalue routine for computing the eigenvalues and eigenvectors. The eigenvectors are then used to transform (q) into a set of modal coordinates (n) [24].

$$(q) = [\Phi](n)$$

where

$$[\Phi] = [(\phi)_1 (\phi)_2 \dots (\phi)_{10}] \quad (5)$$

and $(\phi)_j$ is the j th eigenvector.

Equation (5) is then applied to equation (3); the result is premultiplied by $[\Phi]^T$ to obtain the set of uncoupled differential equations shown in equation (8).

$$[\Phi]^T [m] [\Phi](\ddot{n}) + [\Phi]^T [k] [\Phi](n) = [\Phi]^T (F)$$

or,

$$[M](\ddot{n}) + [K](n) = (N) \quad (8)$$

The solution to equation (8) for a step response is well known.

$$n_R(t) = \frac{N_R}{M_{RR}\omega_R^2} (1 - \cos \omega_R t) + n_R(0) \cos \omega_R t + \frac{\dot{n}_R(0)}{\omega_R} \sin \omega_R t \quad (9)$$

Equation (9) is used to find the system response during the short period of time, t that both the geometry and the forcing function are assumed to remain fixed.

Final values of (n) are transformed back to (q) with equation (5). The eigenvectors are an orthogonal set; if each vector is reduced to unit length, therefore,

$$[\Phi]^T = [\Phi]^{-1}$$

and the inverse transform is easily made. Thus, the

initial values at step $i+1$ are found from the previous final values at step i by

$$(n_o)_{i+1} = [\Phi]_{i+1}^T (q_f)_i$$

Modal damping can be included in equation (9), or some other classical form of damping can be introduced at an earlier stage.

One advantage of modal analysis is that relatively large steps can be taken as the mechanism rotates. A method for gaining more insight into how large a step can be taken under conditions of constant geometry has been described [14]. The major disadvantage to modal analysis is the time required to determine all the eigenvectors. A clever approach to reducing solution time -- supposedly by a factor of three -- was to estimate the rate of change in eigenvectors [15], thereby prolonging the calculation of new mass and stiffness properties. Another approach might be to use only one eigenvector, depending on the mechanism, because higher frequencies are usually less important than lower ones. The lowest frequency can be calculated quickly [24(pp 77, 78)].

Modal analysis is important in the dynamic analysis of linear elastic structures. For variable geometry problems, however, modal analysis has given way to direct, numerical integration techniques. One reason for this change is the long computation time required for modal analysis. Another is that research is being directed toward such highly nonlinear effects as clearance between members at their joints.

Numerical Integration

Numerical integration is an efficient way to solve both the older and the newer problems. The Runge-Kutta method [24] has been widely used; other schemes include the Newmark method [20] and the Wilson- θ method [21]. The Newmark method is simple because a linearly varying acceleration is assumed. The Wilson- θ method is somewhat more complex but can be shown to be unconditionally stable.

The major difficulty in using numerical integration to analyze mechanisms is that the links are essentially beam members. Frequencies associated with axial motion are therefore usually several orders of magnitude higher than frequencies associated with bending motion. Thus, even though axial motion is of little

concern, it must be accounted for in the determination of an integration time step. The problem can be avoided by eliminating axial, elastic degrees of freedom, but this must be done with care to avoid interference with the rigid body axial motion and with the bending modes of adjacent links.

ADVANCED TOPICS AND FUTURE TRENDS

One of the most exciting and challenging topics to come out of the application of the finite element method to mechanisms has been the study of impact and the effect of clearance at the joints between links. A great deal of effort is also being directed at gearing applications. The impact between two bodies has been studied for some time, of course, but the application of the finite element method is new.

The coefficient of restitution adequately accounts for the loss of energy and general behavior of such simple systems as a bouncing ball. Its main failing is that motion before impact is related to motion after impact; *what happens during impact is ignored*. A pin in a practical mechanism joint will have a close fit with its bearing; the time of impact is thus a significant part of the total time. A better model of impact is needed.

The impact damper is an example of a simple mechanism with joint clearance. It consists of a box, or enclosure, containing a ball that is allowed to roll back and forth through a small, carefully controlled distance. The idea is not new [25] and has in fact been studied for the past ten years [26-30]. Dubowsky proposed a model for an impact pair [31] and later made experimental studies [32]. The clever experiment was a quasi-inversion of the box/ball configuration; both the acceleration of the freely moving mass (ball) and the box could be directly measured. More recently, other have reported experimental and theoretical work on similar configurations [33-35]. Obviously, much is to be learned from this simple device.

The finite element method was first applied to simple, one-dimensional impact models such as the cam/follower mechanism [30, 37, 38]. One-dimensional impact implies that impact occurs along a single line -- as opposed to the much more complex two-dimensional impact situation which occurs, for

example, between a pin and its mating hole. The study of two-dimensional impact was recently applied to rigid link mechanisms [39, 40]; the more difficult concept of elasticity has also been included in the links [41].

Modeling of large deflections has not received much attention. An undulating elastica [7] and the finite element method in a nonlinear, piecewise fashion [42] have been used.

The finite element models described above are complex, and, of course as the complexity of both the model and its nonlinear elements increases, so must the computer time required to solve the equations of motion. For the conventional structural analysis of linear systems, a large problem may have from 1,000 to 50,000 degrees of freedom or more. Even though the simple mechanisms discussed in this review are typically modeled with 10 or 15 degrees of freedom, computer times tend to be excessive for repetitive parameter studies. A few attempts have been made to reduce computer time with simplified models [14, 43] and more efficient coding [15, 44], but a method for significantly reducing solution times without affecting accuracy has not yet been developed.

Another problem facing the analyst using complex models is the proper display of the voluminous data produced by the computer. It is difficult enough to understand what is actually happening to a machine as a pin "rattles" around in a bearing. When a number of joints are rattling at the same time, it is almost impossible to determine if the vibrations can be reduced -- by changing the size of a clearance or by slightly adjusting the geometry or mass distribution. Yet, these are the types of solutions that must be sought in order to build faster, more precise machinery.

CONCLUDING REMARKS

The application of the finite element method to the analysis of mechanisms has been a challenging task during the 1970s. Considerable insight has accumulated with regard to techniques for efficiently analyzing sets of highly nonlinear equations. The results of recent studies will be manifest as a capability to more accurately predict the behavior of new

machines before they are built, and will also serve as a guide for the trouble-shooting of existing machines.

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ANNUAL ARTICLE INDEX

FEATURE ARTICLES

	ISSUE	PAGES
Done, G.T.S. Vibration of Helicopters	1	5-13
Vance, J.M. Absorbers and Isolators for Torsional Vibration	2	3-6
Matsuzaki, Y. A Review of Shock Response Spectrum	3	3-12
Birchak, J.R. Damping Capacity of Structural Materials	4	3-11
Rieger, N.F. Rotor-Bearing Dynamics: State-of-the-Art 1976	5	5-14
Berkof, R.S., Lowen, G.G., and Tepper, F.R. Balancing of Linkages	6	3-10
Nelson, F.C. Techniques for the Design of Highly Damped Structures	7	3-11
Traexler, J.F. Turbomachinery Vibration	8	3-10
Firth, D. Acoustic Vibration of Structures in Liquids	9	3-7
Tustin, W. A Comparison of Techniques and Equipment for Generating Vibration	10	3-10
Craig, R.R., Jr. Methods of Component Mode Synthesis	11	3-10
Oleson, M.W. and Belsheim, R.O. Shipboard Shock Environment and Its Measurement	12	3-12

LITERATURE REVIEWS

	ISSUE	PAGES
Mitchell, W.S. Shock and Vibration Instrumentation: Accelerometers	1	15-18
Derby, T.F. Computer Programs: Shock and Vibration Isolation	1	19-26
Gibson, R.F. and Plunkett, R. Dynamic Stiffness and Damping of Fiber-Reinforced Composite Materials	2	9-17
Krishna Murty, A.V. Finite Element Modeling of Natural Vibration Problems	2	19-37
Rao, J.S. Turbine Blading Excitation and Vibration	3	15-22
Chen, F.Y. A Review of the Literature on the Dynamics of Cam Mechanisms	3	23-36
Jensen, J.J. and Madsen, N.FI. A Review of Ship Hull Vibration. Part I: Mathematical Models	4	13-22
Chen, L.H. and Pierucci, M. Underwater Fluid-Structure Interaction. Part I: Introduction and Scope	4	23-24
Chen, L.H. and Pierucci, M. Underwater Fluid-Structure Interaction. Part II: Mechanically-Applied Forces	5	17-23
Jensen, J.J. and Madsen, N.FI. A Review of Ship Hull Vibration. Part II: Modeling Physical Phenomena	5	25-38
Chen, L.H. and Pierucci, M. Underwater Fluid-Structure Interaction. Part III: Acoustically-Applied Forces	6	13-17
Jensen, J.J. and Madsen, N.FI. A Review of Ship Hull Vibration. Part III: Methods of Solution	6	19-27
Jensen, J.J. and Madsen, N.FI. A Review of Ship Hull Vibration. Part IV: Comparison of Beam Models	7	13-28
Chen, L.H. and Pierucci, M. Underwater Fluid-Structure Interaction. Part IV: Hydrodynamically Applied Forces (Moving Medium)	7	29-37
Ward, H.S. The Characteristics of Dynamic Loads and Response of Buildings	8	13-20

LITERATURE REVIEWS (CONTINUED)

Munjal, M.L. Exhaust Noise and Its Control - A Review	8	21-32
Krajcinovic, D. Some Transient Problems of Structures Interacting with Fluid	9	9-16
Wagner, H. Beam Vibrations - A Review	9	17-24
Leissa, A.W. Recent Research in Plate Vibrations: Classical Theory	10	13-24
Chen, S.-S. Flow-Induced Vibrations of Circular Cylindrical Structures. Part I. Stationary Fluids and Parallel Flow	10	25-38
Prause, R.H. Dynamic Modeling of Pressure Vessels and Piping Systems	11	13-20
Chen, S.-S. Flow-Induced Vibrations of Circular Cylindrical Structures. Part II: Cross-Flow Considerations	11	21-27
Ross, C.A., Strickland, W.S., and Sierakowski, R.L. Response and Failure of Simple Structural Elements Subjected to Blast Loadings	12	15-26
Winfrey, R.C. The Finite Element Applied to the Analysis of Mechanisms and Machines	12	27-33

BOOK REVIEWS

HANDBOOK OF PYROTECHNICS

K.O. Brauer

Chemical Publishing Co., Inc. (1974)

The Handbook of Pyrotechnics is a fascinating book that seems to fulfill the expressed intent of the author:

"It is the purpose of this handbook to provide useful data and information about theory and practical application of pyrotechnics for engineers, designers, technicians and students."

No previous knowledge of the subject is assumed and the material is presented in an almost "popular" way. Thus it can either be scanned rapidly for basic ideas or individual mechanisms can be studied in more detail.

A quotation from the author's introduction outlines the contents:

"The contents of this handbook are divided into six parts: Explosive Materials, Explosive-Actuated Devices, Pyrotechnic Systems, Reliability and Testing, Explosive Production Methods, and Appendix.

The handbook contains numerous charts, graphs, and illustrations as useful aids. Theory, data, and practical applications are explained in detail. Valuable new information is presented in this handbook, as for example data about the effects of extreme environmental conditions on pyrotechnic materials and devices, hints and data for qualification testing, hints for the design and application of pyrotechnic systems, and data for the application of explosive methods in manufacturing processes.

It is recommended to use this handbook together with the book Military and Civilian Pyrotechnics by Dr. Herbert Ellern, published by the Chemical Publishing Company, which contains more detailed information about the properties, and produc-

tion of pyrotechnic materials and an extensive manufacturing formulary."

The book is filled photographs, sectioned drawings, schematics, sequence diagrams, tables, and graphs that describe the operation and construction of specific devices and systems. The information can be very useful for a designer attempting to solve a problem. It is not detailed enough for him to complete a design solution but is a good source of possible approaches.

The book contains a wealth of descriptive material on spacecraft systems and a lesser amount on aircraft and missile systems. Manufacturing uses are covered briefly but well. The book contains a reasonable glossary and 95 references, most of which are from open literature periodicals and books. Although credits are given for the many photographs and diagrams, company literature, which must have provided sources, is not mentioned. Some way for readers to contact producers and developers would be a useful addition to the book.

Although readers of the DIGEST might find this handbook interesting and useful, they will no doubt realize that one subject has not been included: that of the shocks produced by the various pyrotechnic devices. DIGEST readers would find such information useful -- even rudimentary typical descriptions. A classification of devices according to shocks produced would also be a helpful tool for designers.

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VIBRATION OF BEARINGS (Vibratsiya Podshipnikov)

K. Ragulskis, A. Jurkauskas, V. Atstupenas, A. Vitkute, and A. Kulvec
Leidykla Mintis, Vilnius, Lithuania (1974)
(In Russian)

The vibration of bearings became important with the invention of the wheel. No one knows exactly when it was invented or by whom. However, archaeologists have found evidence of the existence of wheels in graves that date from 5,500 years ago. A large body of literature has accumulated pertaining to the vibration of bearings; it is scattered in many publications throughout the world. In general each publication is concerned with study of only a part of the "total problem of vibration of bearings,"

The authors of this book are associated with the Kaunas Polytechnic Institute in Lithuania. They were assisted by A.B. Palionis, R.P. Atstunenene, R.V. Kanapenas, V.I. Zdanavichyus, V.N. Augutis, and I.R. Zhitkevichyus, all of whom are also associated with the Kaunas Institute. Their book is a welcome addition to the literature of vibration of bearings, especially because it treats the "total problem of vibration of bearings." The book provides an excellent summary of the current state-of-the-art of vibration of bearings in Eastern European countries.

The book is concerned with analytical and experimental investigation of bearings and with the design of bearings and bearing units. It contains the following chapters:

1. Analytical determination of rotational resisting moments.
2. Determination of the elastic and damping characteristics of oscillating bearings.
3. Analysis of radial vibration of bearings and bearing units.
4. Methods and equipment for measurement of dynamic characteristics of bearings.
5. Errors in measurement of rotational resisting moments and means for reducing them.
6. Method for statistical treatment of experimental results obtained from investigation of the dynamics of precision bearings.
7. Experimental investigation of the dynamic characteristics of precision bearings and their units.

8. Methods and schemes to reduce the rotational resisting moments and the vibration of bearings.

The analytical determination of rotational resisting moments is based on theory that has evolved during the past 15 years. The theory assumes that this total moment is composed of a sum of eight components, all of which are multiplied by a single corrective coefficient to account for factors that cannot be accounted for analytically. Thus, a complete analytical theory for rotational resisting moments of bearings that properly accounts for all relevant factors remains to be developed.

Of especial interest in the book are the experimental data on rotational resisting moments versus rotational speed for various elevated temperatures. The last chapter in the book will also be of interest to designers who sometimes state "Don't bother me with the theory and the experimental results -- just tell me in plain English how I can reduce the rotational resisting moments and the vibration of bearings,"

References in this book by number were: Eastern European countries (470), German (61), English (33), and Italian (1). In some chapters the text refers to references that are not listed in the bibliography following the chapter. A number of typographical errors can be found in most of the bibliographies following each chapter. Only 1,000 copies of the book have been printed.

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**NONLINEAR AND LINEAR TRANSIENT
DEFORMATION WAVES IN THERMO-
ELASTIC AND ELASTIC BODIES**
(*Nelineinye i lineinye perekhodnye volnovye
protssessy deformatsii termouprugikh i
uprugikh tel*)

U.K. Nigul and Yu. K. Engel'brekht
Tallin, Akademiya Nauk Estonskoi SSR
Institut Kibernetiki (1972)

This monograph presents a systematic treatment of transient wave processes in continuous media from a differential equation approach. A rather extensive bibliography is included and takes up almost two-fifths of the entire manuscript. Aside from summary treatment of works by other authors, it is primarily a reiteration of the work of the first author.

Although a pretense in rigor was attempted, nothing more than academic solution was advanced. In particular, the authors made only a passing remark in the introduction of artificial damping in the solution of a moving shock front (Section 7.2, p. 84) and expressed their doubts as to its validity, apparently being unaware of the rather important contribution by von Neumann using artificial damping to enable rapid and efficient numerical integration of wave problems with high gradients. Finite-element treatment, likewise, received only scanty passing mention. Boley's treatment of Timoshenko-type beams, using solutions for separate regions (1955, 1956), was cited as a starting point for some new development in USSR by Slepiana (Section 9.2, p. 91). However, no description of Slepiana's work was included in the monograph, consequently tending to leave this reviewer completely in the dark as to what is the real improvement in the technique.

The monograph is divided into three parts. Part 1 examines the general equations governing thermoelasticity with due consideration of nonlinear equations of thermal conductivity. It is shown that for typical structural materials, the effects due to geometrical nonlinearities are of the same order of magnitude as those due to physical nonlinearities. In part 2, methods of analysis of transient wave processes caused by mechanical inputs are examined and classified. In part 3, one-dimensional example is treated to exhibit nonlinear and thermal effects.

This reviewer considers that this monograph, although lacking in some degree a complete survey of contemporary techniques, nevertheless provides a clear and concise systematic identification of the problems involved; i.e., it is a good primer to the subject, but not very useful for anything else.

C.C. Wan, USA

Courtesy of Applied Mechanics Reviews

ROTOR VIBRATIONS AND BALANCING
(*Kolebaniya i uravnoveschivanie rotorov*)
Izdatelstvo "Nauka", Moscow (1973)
(\$2.50)

The book consists of 18 papers on some recent problems in vibrations of high-speed rotors and their balancing.

The first six consider vibrations of flexible rotors and deal with: vertical rotors under gravitational forces, (M. F. Zeitman); excitation of counterprecession, (G. I. Anikiejev); influence of disk dimensions on natural frequencies of excited vibrations of step rotors under concentrated forces, (A. A. Gusarov); dynamic deflections of eccentric rotors, (N. G. Samarov), and determination of optimal parameters, (M. F. Zeitman and R. B. Statnikov).

Papers dealing with balancing problems can be grouped as those concerned with: (1) the influence of balancing weight distribution, (N. G. Samarov and L.N. Kudriaszew), their flexible mounting insensitive balancing speeds, (A. A. Gusarov); (2) applications of amplitude-phase characteristics to rotor balancing (L. Ia. Banach, M. D. Piermikov, and L. N. Shatalov), (A. A. Gusarov and L. N. Ghatalov); (3) automatic balancing, (W. I. Susanin), (M. D. Genkin and others). Other special and more general problems of balancing and measurement are also considered by M. E. Levit, A. I. Maximienko, Iu. A. Samsaev, K. W. Frolov, T. P. Kozlanikov, and Iu. A. Pietrov.

The general introduction is given by A. A. Gusarov.

Z. Parszewski, Poland

Courtesy of Applied Mechanics Reviews

SHORT COURSES

JANUARY

EARTHQUAKE SIMULATION AND RESPONSE

Dates: January 9 - 13, 1978

Place: Long Island, New York

Objective: Safe shut-down of a nuclear power generating station following an earthquake will be the main topic of this course, to be held at the facilities of Dayton T. Brown, Inc., Bohemia, Long Island, New York -- one of the few laboratories in the world capable of earthquake simulation. This course, aimed at test and quality engineers, will stress interpreting standards and specifications and conducting tests (including the proper mounting of test specimens).

Contact: Wayne Tustin, Tustin Institute of Technology, 22 East Los Olivos St., Santa Barbara, CA 93105 (805) 953-1124.

MAINTAINABILITY ENGINEERING

Dates: January 9 - 13, 1978

Place: UCLA Extension

Objective: This course is designed to help participants to determine the following: the distribution of times-to-repair components and times-to-restore equipment, the equipment mean-time-to-restore, the mean man-hours needed to restore, the optimum preventive maintenance schedules for minimum total corrective and preventive maintenance cost, spare parts requirements with a specified assurance and their optimization, the reliability, maintainability and availability (both instantaneous and steady state) of maintained equipment and systems, interpret and use MIL/STB-471 and MIL/DBK-472. The course is intended for those involved in the conception, design, operation and maintenance of any equipment in today's mechanical society. A Bachelor's degree in engineering, mathematics, or equivalent is required.

Contact: Continuing Education in Engineering and Mathematics, Short Courses, 6266 Boelter Hall, UCLA Extension, Los Angeles, CA 90024 (213) 825-3344 or 825-1295.

FEBRUARY

VIBRATION SURVIVABILITY

Dates: February 6 - 10, 1978

Place: Fullerton, California

Objective: This course, which will be held at the facilities of Hughes Aircraft, Malvern at Gilbert Sts., Fullerton, Calif., is designed to provide basic education in resonance and fragility phenomena, in environmental vibration and shock measurement and analysis, also in vibration and shock environmental testing to prove survivability. This course will concentrate upon techniques and equipments rather than upon mathematics and theory.

Contact: Wayne Tustin, Tustin Institute of Technology, 22 E. Los Olivos St., Santa Barbara, CA, 93105 (805) 963-1124.

MACHINERY VIBRATION MONITORING AND ANALYSIS SEMINAR

Dates: February 13, 14, & 15, 1978

Place: Houston, Texas

Objective: This seminar will be devoted to the understanding and application of vibration technology to machinery vibration monitoring and analysis. Basic and advanced techniques with illustrative case histories and demonstrations will be discussed by industrial experts and consultants. Topics to be covered in the seminar include preventive maintenance, measurements, analysis, data recording and reduction, computer monitoring, acoustic techniques, misalignment effects, balancing, turbomachinery blading, bearing fault diagnosis, torsional vibration problems and corrections, and trend analysis. An instrumentation show will be held in conjunction with this seminar.

Contact: Dr. R. L. Eshleman, Vibration Institute, Suite 206, 101 W. 55th St., Clarendon Hills, IL, 60514 (312) 654-2254.

NEWS BRIEFS

news on current
and Future Shock and
Vibration activities and events

CALL FOR PAPERS 1979 Fifth World Congress on the Theory of Machines and Mechanisms

The Fifth World Congress on the Theory of Machines and Mechanisms, to be held at Concordia University, Montreal, Canada, during July 8 - 13, 1979, will be a forum to discuss all aspects of problems related to the theory of machines and mechanisms and applied problems.

Delegates from all over the world are expected and papers are solicited in the areas of kinematic analysis and synthesis; dynamics of machines and mechanisms; gearing and transmissions; preventive maintenance and reliability control; rotor-dynamics; vibrations and noise in machines; biomechanisms; technology transfer; robots, manipulators and man-machine systems; computer-aided design and optimization; pneumatics, hydraulics and electro-dynamics; industrial applications for special machines and mechanisms; experimental and teaching methods.

For further information, please contact:

Dr. Seshadri Sankar
Papers Review and Program Chairman
IFTOMM Congress
Dept. of Mechanical Engineering
Concordia University
1455 de Maisonneuve W.
Montreal, Canada H3G 1M8
Telephone (514) 879-5839

INSTITUTE OF ENVIRONMENTAL SCIENCES Shock and Vibration Test Problems Subcommittee

The Test Problems Subcommittee of the IES Shock and Vibration Committee under the chairmanship of Wayne Tustin, Tustin Institute of Technology, will compile a list and describe the most critical problems

in shock and vibration testing practice. The subcommittee expects the list will be complete by December 31, 1977 and published in draft shortly thereafter.

The subcommittee is soliciting input and assistance.

Subcommittee members are:

Wayne Tustin, Chairman
John Losse, Delco
Dick Shelby, Hughes Aircraft
Darrell Dickey, Raytheon

Contact Wayne Tustin at Tustin Institute of Technology, 22 E. Olivos St., Santa Barbara, CA 93105 (805) 963-1124.

SECOND WORLD CONGRESS ON FINITE ELEMENT METHODS Bournemouth, Dorset, England 23rd to 27th October, 1978

The Second World Congress on Finite Element Methods is to be held at the Royal Bath Hotel, Bournemouth, Dorset, England, 23rd to 27th October, 1978. A Finite Element Method Exhibition will also be held at the same event. The theme of the Congress is finite element methods in the commercial environment and Professor R. H. Gallagher, Cornell University, will deliver the main invited lecture.

For further information, please contact:

Dr. John Robinson
Robinson and Associates
Horton Road, Woodlands, Wimborne
Dorset BH21 6NB England

ABSTRACT CATEGORIES

ANALYSIS AND DESIGN

Analogs and Analog
 Computation
 Analytical Methods
 Dynamic Programming
 Impedance Methods
 Integral Transforms
 Nonlinear Analysis
 Numerical Analysis
 Optimization Techniques
 Perturbation Methods
 Stability Analysis
 Statistical Methods
 Variational Methods
 Finite Element Modeling
 Modeling
 Digital Simulation
 Parameter Identification
 Design Information
 Design Techniques
 Criteria, Standards, and
 Specifications
 Surveys and Bibliographies
 Tutorial
 Modal Analysis and Synthesis

COMPUTER PROGRAMS

General
 Natural Frequency
 Random Response
 Stability
 Steady State Response
 Transient Response

ENVIRONMENTS

Acoustic
 Periodic
 Random
 Seismic
 Shock
 General Weapon
 Transportation

PHENOMENOLOGY

Composite
 Damping
 Elastic
 Fatigue
 Fluid
 Inelastic
 Soil
 Thermoelastic
 Viscoelastic

EXPERIMENTATION

Balancing
 Data Reduction
 Diagnostics
 Equipment
 Experiment Design
 Facilities
 Instrumentation
 Procedures
 Scaling and Modeling
 Simulators
 Specifications
 Techniques
 Holography

COMPONENTS

Absorbers
 Shafts
 Beams, Strings, Rods, Bars
 Bearings
 Blades
 Columns
 Controls
 Cylinders
 Ducts
 Frames, Arches
 Gears
 Isolators
 Linkages
 Mechanical
 Membranes, Films, and Webs

Panels
 Pipes and Tubes
 Plates and Shells
 Rings
 Springs
 Structural
 Tires

SYSTEMS

Absorber
 Acoustic Isolation
 Noise Reduction
 Active Isolation
 Aircraft
 Artillery
 Bioengineering
 Bridges
 Building
 Cabinets
 Construction
 Electrical
 Foundations and Earth
 Helicopters
 Human
 Isolation
 Material Handling
 Mechanical
 Metal Working and Forming
 Off-Road Vehicles
 Optical
 Package
 Pressure Vessels
 Pumps, Turbines, Fans,
 Compressors
 Rail
 Reactors
 Reciprocating Machine
 Road
 Rotors
 Satellite
 Self-Excited
 Ship
 Spacecraft
 Structural
 Transmissions
 Turbomachinery
 Useful Application

ABSTRACTS FROM THE CURRENT LITERATURE

Copies of articles abstracted in the DIGEST are not available from the SVIC or the Vibration Institute (except those generated by either organization). Inquiries should be directed to library resources. Government reports can be obtained from the National Technical Information Service, Springfield, VA 22151, by citing the AD-, PB-, or N- number. Doctoral dissertations are available from University Microfilms (UM), 313 N. Fir St., Ann Arbor, MI; U.S. Patents from the Commissioner of Patents, Washington, D.C. 20231. Addresses following the authors' names in the citation refer only to the first author. The list of periodicals scanned by this journal is printed in issues 1, 6, and 12.

ABSTRACT CONTENTS

ANALYSIS AND DESIGN 44	Shock 53	Linkages 62
Analytical Methods 44	General Weapon 53	Pipes and Tubes 63
Impedance Methods 44	Transportation 53	Plates and Shells 64
Nonlinear Analysis 44	PHENOMENOLOGY 53	Structural 67
Numerical Analysis 44	Damping 53	SYSTEMS 67
Optimization Techniques 44	Elastic 54	Absorber 67
Stability Analysis 45	Fluid 55	Noise Reduction 68
Statistical Methods 45	Soil 55	Aircraft 69
Finite Element Modeling 45	Viscoelastic 56	Bridges 71
Parameter Identification 45	EXPERIMENTATION 56	Building 71
Design Techniques 46	Diagnostics 56	Foundations and Earth 72
Criteria, Standards, and	Facilities 57	Helicopters 72
Specifications 46	Instrumentation 57	Human 73
Surveys and Bibliographies 46	Techniques 57	Isolation 73
Modal Analysis	COMPONENTS 58	Mechanical 73
and Synthesis 48	Absorbers 58	Metal Working
COMPUTER PROGRAMS 48	Beams, Strings, Rods, Bars 58	and Forming 73
General 48	Bearings 59	Pumps, Turbines, Fans,
ENVIRONMENTS 50	Blades 60	Compressors 74
Acoustic 50	Ducts 60	Rail 74
Periodic 51	Frames, Arches 61	Reactors 75
Random 51	Gears 61	Road 75
Seismic 52		Rotors 76
		Spacecraft 77
		Turbomachinery 77

ANALYSIS AND DESIGN

ANALYTICAL METHODS

77-2044

The Effect of Delay on the Behavior of a Nonlinear Vibration System (Über den Einfluss von Totzeiten auf nichtlineare Schwingungssysteme)

J.A. Mitropolskij

Math. Inst. of the Academy of Sciences; Uliza Repina 3, 25 260 I Kiew, USSR, Ing. Arch., 45 (5/6), pp 387-392 (1976) 8 refs
(In German)

Key Words: Nonlinear systems, Vibrating structures

The effect of delay on the behavior of a nonlinear oscillating system is investigated. Qualitative analysis has been carried out for some practically important problems and the influence of delay effects on the oscillation properties; namely, type of oscillation, stability, nature and intensity of damping have been examined.

IMPEDANCE METHODS

(See No. 2080)

NONLINEAR ANALYSIS

77-2045

Parametric Vibration of a Non-Linear System

A. Tondl

National Research Inst. for Machine Design, 25097 Praha 9 - Bechovice, CSSR, Ing. Arch., 45 (5/6), pp 317-324 (1976) 9 figs, 3 refs

Key Words: Nonlinear systems, Single degree of freedom systems, Parametric response

An analysis is presented of a non-linear system with one degree of freedom, in which the restoring force is expressed by the product of a periodic function of time and a non-linear function of deflection. In such a system there can occur not only the expected parametric resonances of the order n ($n = 1, 2, \dots$) but resonances of the order $1/N$ ($N = 2, 3, \dots$) as well.

NUMERICAL ANALYSIS

77-2046

Analysis and Design of Numerical Integration Methods in Structural Dynamics

H.M Hilber

Ph.D. Thesis, Univ. of California, Berkeley, 111 pp (1976)

UM 77-15,718

Key Words: Numerical analysis, Dynamic structural analysis

The objective of this work is to develop one-step methods for the integration of the equations of structural dynamics which are unconditionally stable, have an order of accuracy not less than two, and possess numerical dissipation which can be controlled by a parameter other than the time step size. In particular, no numerical dissipation is included. Four new families of algorithms are discussed from this point of view, and compared with algorithms, such as the Newmark, Wilson and Houbolt methods, which are commonly used in structural dynamics and do not achieve these requirements.

77-2047

A Splitting Method for Computing Coupled Hydrodynamic and Structural Response

J.E. Ash

Argonne National Lab., Argonne, IL 60439, Appl. Math. Modeling, 1 (6), pp 333-338 (Sept 1977)
4 figs, 5 refs

Key Words: Numerical analysis, Nuclear reactor containment, Underwater explosion, Hydrodynamic excitation

A numerical method is developed for application to unsteady fluid dynamics problems. In particular to the mechanics following a sudden release of high energy. Solution of the initial compressible flow phase provides input to a power-series method for the incompressible fluid motions. The system is split into spatial and time domains which lead to the convergent computation of a sequence of elliptic equations. Two sample problems are solved.

OPTIMIZATION TECHNIQUES

77-2048

Reliability-Based Optimization for Dynamic Loads

J.W. Davidson, L.P. Felton, and G.C. Hart

Ameron, South Gate, CA., ASCE J. Struc. Div.,

103 (ST10), pp 2021-2035 (Oct 1977)

Key Words: Minimum weight design, Shock response, Probability theory

A general formulation is presented for weight optimization of indeterminate structures subject to transient dynamic loads and reliability constraints. Two distinct methods of structural analysis are examined and compared for use in the optimization algorithm: Numerical integration of equations of motion and shock spectra. Details of the essential computation of standard derivation of response quantities associated with each analysis technique are also examined. The formulations are illustrated by design examples of a rigid frame subjected to an acceleration impulse applied to its base.

77-2049

Structural Properties of Linear Dynamic Systems: Application to Optimal Control and Filtering

O.L. Mercier

Office National d'Etudes et de Recherches Aero-spatiales, Paris, France, Rept. No. ONERA-NT-1977-4, FR-ISSN-0078-3781, 26 pp (Mar 1977) refs (In French)
N77-25859

Key Words: Optimum control theory, Dynamic systems

The major results concerning the modern concepts of controllability, observability, reconstructibility, stability, stabilizability, and detectability of linear dynamic systems are presented. These concepts, developed during the 1960 to 1972 period, are of prime importance for the control of dynamic systems, especially to design feedback controls and to synthesize the filters, state reconstructors, and observers usually associated with these controls.

STABILITY ANALYSIS

77-2050

Energy Expressions as Stability Criteria in Linear Differential Equations with Periodic Coefficients (Energieausdrücke als Stabilitätskriterien bei linearen Differentialgleichungen mit Periodischen Koeffizienten)

E. Brommundt

Mechanik-Zentrum, Lehrstuhl A für Mechanik, Technische Universität Braunschweig, Postfach 3329, D-3300 Braunschweig, Federal Rep. of Germany, Ing. Arch., 45 (5/6), pp 325-330 (1976) 2 refs (In German)

Key Words: Stability, Turbomachinery, Perturbation technique

Starting from the principle of virtual work the stability of the trivial solution is investigated by means of a perturbation technique. The stability conditions have the form of energy expressions which, in general, cannot be interpreted as energy flows.

STATISTICAL METHODS

(See Nos. 2087, 2125)

FINITE ELEMENT MODELING

(Also see No. 2140)

77-2051

Solutions to Initial Value Problems by Use of Finite Elements -- Unconstrained Variational Formulations

J.J. Wu

Benet Weapons Lab., Watervliet Arsenal, Watervliet, NY 12189, J. Sound Vib., 53 (3), pp 341-356 (Aug 8, 1977) 2 figs, 5 tables, 15 refs

Key Words: Boundary value problems, Finite element technique, Forced vibration

This paper presents a variational formulation which treats initial value problems and boundary problems in a unified manner. The basic ingredients of this theory are adjoint variable and unconstrained variations. It is an extension of the finite element unconstrained variational formulation used previously in solving several non-conservative stability problems. The technique which makes this extension possible is described. This formulation thus enables one to adapt such numerical techniques as the finite element method, which has had great success and popularity for solution of boundary value problems, for solutions of initial value problems as well.

PARAMETER IDENTIFICATION

(Also see No. 2177)

77-2052

Maximum Likelihood Parameter Identification of Linear Dynamic Systems

F. Chen

Ph.D. Thesis, Northeastern Univ., 114 pp (1977)
UM 77-17,784

Key Words: Linear systems, Parameter identification

This dissertation develops and compares two maximum-likelihood methods for parameter estimation. It includes: Formulation and comparison of the performance criteria for two maximum-likelihood methods, denoted as ML1 and ML2, Derivation of an equivalent ML2 criterion and a numerical procedure to provide the estimation of the state and the unknown parameter vector separately, Investigation and comparison of the estimation properties of the ML1 and ML2 methods with numerical examples included.

77-2053

Correction of the Theoretical Model of an Elastomechanical System by Means of Measured Forced Vibrations (Die Korrektur des Rechenmodells eines elastomechanischen Systems mittels gemessener erzwungener Schwingungen)

H.G. Natke

Lehrstuhl für Schwingungs- und Messkunde und Curt-Risch-Institut, Technische Universität Hannover, Callinstr. 32, D-3000 Hannover, Federal Rep. of Germany, Ing. Arch., 46 (3), pp 169-184 (1977) (In German)

Key Words: Mathematical models, Parameter identification

The system analysis of elastomechanical systems results in a *theoretical model as an approximation of the real structure*. The system identification leads to the uncomplete experimental model. The quality criterion applied to the theoretical model may be the accordance of the eigencharacteristics of the theoretical model with the eigencharacteristics of the experimental model or the accordance of their frequency responses.

77-2054

Dynamic Data System: A New Modeling Approach

S.M. Wu

Dept. of Mech. Engrg., Univ. of Wisconsin, Madison, WI, J. Engr. Indus., Trans. ASME, 99 (3), pp 708-714 (Aug 1977) 4 figs, 45 refs

Key Words: Mathematical models, Parameter identification

The dynamic data system is a modeling technique that uses dynamic data in the form of a time series to develop physically meaningful stochastic difference/differential equations. The general mathematical formulation and background of the dynamic data system methodology are given, and the modeling procedure evolved in this approach is illustrated by an example pertaining to neutron flux data. An example of a machine tool system analysis is presented to show the

physical interpretation and the subsequent exploitation of the mathematical models. Various applications of the technique are also described, and the future development is envisaged.

DESIGN TECHNIQUES

(See Nos. 2068, 2069)

CRITERIA, STANDARDS, AND SPECIFICATIONS

(See No. 2154)

SURVEYS AND BIBLIOGRAPHIES

(Also see No. 2104)

77-2055

Acoustic Holography (Citations from the Engineering Index Data Base)

W.E. Reed

National Technical Information Service, Springfield, VA., Rept. No. NTIS/PS-77/0579/1GA, 218 pp (July 1977)

Key Words: Acoustic holography, Bibliography

Worldwide research on acoustic holography is covered. Theory, uses, equipment design, and imaging techniques are presented. Most of the studies are general and not applied to a specific use of acoustic holography. However, there are citations which do discuss its use in medicine, nuclear reactors, and nondestructive testing. (This updated bibliography contains 211 abstracts, 50 of which are new entries to the previous edition.)

77-2056

Acoustic Holography (Citations from the NTIS Data Base)

W.E. Reed

National Technical Information Service, Springfield, VA., Rept. No. NTIS/PS-77/0578/3GA, 130 pp (July 1977)

Key Words: Acoustic holography, Bibliography

All aspects of acoustic holography are covered in this bibliography of Federally-funded research. Theory, equipment design, uses, and imaging techniques are presented. The applications include underwater and underground object

locating, structural geology and tectonics, sonar imaging, non-destructive testing, antenna radiation patterns, nuclear reactor inspection, remote sensing, and use in medical examinations. (This updated bibliography contains 125 abstracts, 23 of which are new entries to the previous edition.)

77-2057

Environmental Pollution: Noise Pollution - Sonic Boom

Defense Documentation Center, Alexandria, VA., Rept. No. DDC/BIB-77/06, 201 pp (June 1977) AD-A041 400/3GA

Key Words: Sonic boom, Bibliographies

This bibliography contains citations of studies and analyses covering a wide range of the parameter of sonic boom and noise pollution, as well as damages caused by it. Corporate Author-Monitoring Agency, Subject, Title and Personal Author are provided.

77-2058

The Characteristics of Dynamic Loads and Response of Buildings

H.S. Ward
School of Engrg. Science, Plymouth Polytechnic, Plymouth PL4 8AA, UK, Shock Vib. Dig., 9 (8), pp 13-20 (Aug 1977) 3 figs, 42 refs

Key Words: Buildings, Seismic response, Reviews

This paper is concerned with structural dynamic problems involving buildings. Ground-borne disturbances including earthquakes, nuclear explosions, construction activities and vehicular traffic are discussed. Air-borne disturbances including wind and overpressures due to explosions are reviewed. Finally, thermal loads are included in the paper.

77-2059

Beam Vibrations - A Review

H. Wagner and V. Ramamurti
Indian Inst. of Tech., Madras, India, Shock Vib. Dig., 9 (9), pp 17-24 (Sept 1977) 115 refs

Key Words: Beams, Vibration response, Reviews

Most structural elements encountered in practice can be treated as beams sacrificing little accuracy. For this reason, this review article summarizes work on the vibration of beams since 1973.

77-2060

Turbomachinery Vibration

J.F. Traexler
Steam Turbine Div., Lester Branch, Westinghouse Electric Corp., Philadelphia, PA 19113, Shock Vib. Dig., 9 (8), pp 3-10 (Aug 1977) 8 figs

Key Words: Turbomachinery, Steam turbines, Vibration response, Rotors, Reviews

This article is concerned with turbomachinery vibrations, particularly those that occur in large steam turbines at central station power plants. Rotor dynamics and blading are reviewed.

77-2061

Exhaust Noise and Its Control - A Review

M.L. Munjal
Dept. of Mech. Engrg., Indian Inst. of Science, Bangalore - 12, India, Shock Vib. Dig., 9 (8), pp 21-32 (Aug 1977) 5 figs, 41 refs

Key Words: Mufflers, Noise reduction, Reviews

This article describes recent developments in the field of analysis and design of exhaust mufflers. The article is concerned only with exhaust noise.

77-2062

Acoustic Vibration of Structures in Liquids

D. Firth
Risley Engrg. and Materials Lab., United Kingdom Atomic Energy Authority, Risley, Warrington WA3 6AT, UK, Shock Vib. Dig., 9 (9), pp 3-7 (Sept 1977) 33 refs

Key Words: Submerged structures, Fluid-induced excitation, Acoustic excitation, Plates, Ducts, Reviews

This article outlines the physics of the vibration of an elastic structure excited by sound waves in a liquid in contact with the structure. The historical background is summarized, and some recent literature is described. Examples include plates, ducts, and complicated engineering systems. Possible future developments are suggested.

77-2063

Some Transient Problems of Structures Interacting with Fluid

D. Krajcinovic

Dept. of Materials Engrg., Univ. of Illinois at Chicago
Circle, Chicago, IL, Shock Vib. Dig., 9 (9), pp 9-16
(Sept 1977) 5 figs, 29 refs

Key Words: Interaction; structure-fluid, Transient response,
Reviews

This paper is a general review of transient interaction problems involving either a constant wetted surface or an expanding or receding wetted surface.

MODAL ANALYSIS AND SYNTHESIS

(See No. 2072)

COMPUTER PROGRAMS

GENERAL

77-2064

A FORTRAN IV Computer Program for the Time Domain Analysis of the Two-Dimensional Dynamic Motions of General Buoy-Cable-Body Systems

H.T. Wang

David W. Taylor Naval Ship Res. and Dev. Center,
Bethesda, MD., Rept. No. DTNSRDC-77-0046,
95 pp (June 1977)

AD-A041 049/8GA

Key Words: Computer programs, Buoys, Cables, Dynamic response

The present report gives a detailed description of Program CABUOY, which analyzes in the time domain the two-dimensional dynamic behavior of general ocean cable systems consisting of a surface buoy, connecting cable, and intermediate bodies. The equations which model the motions of the surface waves and the various components of the cable system are presented, and the subroutines of the program are briefly outlined. Instructions on the use of the program include a listing of the input READ statements, definitions of the input variables, and a number of comments on the entering of input data. Several sample problems are given to illustrate use of the program, the output of the program, and computer costs for a range of cases. The listing of the program is given in the appendix.

77-2065

Computer Programs for the Calculation of Flexural Vibration of Turbomachinery Shafts (Programmsystem zur Berechnung von Biegeschwingungszuständen an Turbomaschinenwellen)

E. Thomas and K.-H. Schubert

VEB Bergmann Borsig/Görlitzer Maschinenbau, West Berlin, German Democratic Republic, Maschinenbautechnik, 26 (7), pp 322-326 (July 1977) 6 figs, 6 refs

(In German)

Key Words: Computer programs, Turbomachinery, Shafts

The article describes computer programs for the calculation of vibration behavior of turbomachinery shafts, available at the VEB Bergmann Borsig/Görlitzer Maschinenbau. The aim of the calculations in recent years has been to achieve a high degree of automation of the turbomachinery shaft vibration calculation taking the actual conditions as much as possible into consideration.

77-2066

Nonlinear Analysis of Frame Structures Subjected to Blast Overpressures

W. Stea, G. Tseng, D. Kossover, S. Weissman, and N. Dobbs

Ammann and Whitney, New York, NY, Rept. No. ARLCD-CR-77008, 440 pp (May 1977)

AD-A040 708/0GA

Key Words: Computer programs, Frames, Buildings, Blast resistant structures

In modern day explosive manufacturing and LAP facilities, many of the structural steel buildings will be required to provide protection for personnel and/or equipment against the effects of HE-type explosions. Therefore, computer program entitled 'Dynamic Nonlinear Frame Analysis' (DYNFA) has been developed whereby the responses of frame structures subjected to blast loadings can be determined. This report contains the background for the development of DYNFA as well as the equations and procedures necessary for its use. The report also contains example problems illustrating the use of DYNFA for the design of blast-resistant frame structure.

77-2067

First Report on Capabilities of Dynamic Structural Analysis by the Strudi Program (Primo Rapporto Sulle Capacita Di Analisi Dinamica Dello Strudi)

B. Atzori and F. Fresa

Ist. di Construzione di Macchine, Bari Univ., Italy,
Rept. No. 76-2, 18 pp (Oct 1976)
(In Italian)
N77-26551

Key Words: Computer programs, Frames, Dynamic structural analysis

The capabilities of dynamic structural analysis by the STRUDL 2 program were studied. The case of frame analysis was examined for checking the validity of the results. Several factors, such as the influence of the number of elements on the approximation of the results and the CPU time necessary to solve some typical cases, were also investigated.

77-2068

A Sparsity-Oriented Approach to the Dynamic Analysis and Design of Mechanical Systems - Part 1
N. Orlandea, M.A. Chace, and D.A. Calahan
Dept. of Mech. Engrg., Iowa State Univ., Ames, IA,
J. Engr. Indus., Trans. ASME, 99 (3), pp 773-779
(Aug 1977) 7 figs, 2 tables, 14 refs

Key Words: Computer programs, Computer-aided design, Suspension systems (vehicles), Landing gear

The work described herein is an extension of sparse matrix and stiff integrated numerical algorithms used for the simulation of electrical circuits and three-dimensional mechanical dynamic systems. By applying these algorithms big sets of sparse linear equations can be solved efficiently, and the numerical instability associated with widely split eigenvalues can be avoided. The new numerical methods affect even the initial formulation for these problems. In this paper, the equations of motion and constraints (Part 1) and the force function of springs and dampers (Part 2) are set up, and the numerical solutions for static, transient, and linearized types of analysis as well as the modal optimization algorithms are implemented in the ADAMS (automatic dynamic analysis of mechanical systems) computer program for simulation of three-dimensional mechanical systems (Part 2). The paper concludes with two examples: computer simulation of the front suspension of a 1973 Chevrolet Malibu and computer simulation of the landing gear of a Boeing 747 airplane. The efficiency of simulation and comparison with experimental results are given in tabular form.

77-2069

A Sparsity-Oriented Approach to the Dynamic Analysis and Design of Mechanical Systems - Part 2
N. Orlandea, D.A. Calahan, and M.A. Chace
Dept. of Mech. Engrg., Iowa State Univ., Ames, IA,
J. Engr. Indus., Trans. ASME, 99 (3), pp 780-784

(Aug 1977) 3 figs, 2 tables, 9 refs

Key Words: Computer programs, Computer-aided design, Suspension systems (vehicles), Landing gear

The work described herein is an extension of sparse matrix and stiff integrated numerical algorithms used for the simulation of electrical circuits and three-dimensional mechanical dynamic systems. By applying these algorithms, big sets of sparse linear equations can be solved efficiently, and the numerical instability associated with widely split eigenvalues can be avoided. The new numerical methods affect even the initial formulation for these problems. In this paper, the equations of motion and constraints (Part 1) and the force function of springs and dampers (Part 2) are set up, and the numerical solutions for static, transient, and linearized types of analysis as well as the model optimization algorithms are implemented in the ADAMS (automatic dynamic analysis of mechanical systems) computer program for simulation of three-dimensional mechanical systems (Part 2). The paper concludes with two examples: computer simulation of the front suspension of a 1973 Chevrolet Malibu and computer simulation of the landing gear of a Boeing 747 airplane. The efficiency of simulation and comparison with experimental results are given in tabular form.

77-2070

Torsional Vibration Calculations of Machine Tool Drives (Berechnung des Torsionsschwingungsverhaltens von Werkzeugmaschinenantrieben)

R. Böhm

Konstruktion, 29 (7), pp 259-264 (July 1977)
13 figs, 4 refs
(In German)

Key Words: Computer programs, Torsional vibration, Machine tools, Gear drives

Gear drives - especially spur gear drives - are the most commonly used main drives in machine tools. Earlier investigations have shown that the main drive has a very strong effect on the stability of machine tool. In the article a computer program BEIGE for calculation of torsional frequency and the shape of vibration is described, which requires as input only data taken from construction drawings. Experimental data confirm a sufficient accuracy of the method.

77-2071

Modal Frequency and Random Response of the Airbus A300B Antenna

H. Goedel and F. Weiss

Messerschmitt-Boelkow-Blohm G.m.b.H., Ottobrunn, West Germany, Rept. No. UFE-1242-0, 14 pp (Apr 27, 1976) refs

N77-25378

Key Words: Antennas, Computer programs, Frequency response, Shells

Using the NASTRAN program system a computation of vibration and response was carried out for the ADF (Automatic Direction Finder) of the Airbus A300B in order to estimate the stress level within the scope of service life considerations. Using RIGID FORMAT 3 for normal mode computations and RIGID FORMAT 11 for power spectral density analysis, it was possible to achieve the actually obtained results for frequency responses in a simple way by means of the NASTRAN system.

77-2072

Stiffness Coupling Application to Modal Synthesis Program. Users Guide

E.J. Kuhar

General Electric Co., Philadelphia, PA., Rept. No. NASA-CR-145197, 26 pp (1976)

N77-25575

Key Words: Computer programs, Modal synthesis, Stiffness methods, Matrix methods

A FORTRAN IV computer program used to perform modal synthesis of structures by stiffness coupling, using the dynamic transformation method is described. The program was named SCAMP (Stiffness Coupling Approach Modal-Synthesis Program). The program begins with the entry of a substructure's physical mode shapes and eigenvalues or a substructure's mass and stiffness matrix. If the mass and stiffness matrices are entered, the eigen problem for the individual substructure is solved. Provisions are included for a maximum of 20 substructures which are coupled by stiffness matrix springs.

77-2073

A FORTRAN Program to Extract Static and Dynamic Moments from Free Oscillations in a Wind Tunnel

R.L. Pope

Weapons Research Establishment, Salisbury, Australia, Rept. No. WRE-TN-1729(WR/D), 42 pp (Dec 1976) refs

N77-25093

Key Words: Computer programs, Parameter identification, Wind tunnel tests

A FORTRAN program was developed using the parameter estimation technique to extract the static pitching moment

and the dynamic pitch damping moment from incidence measurements taken during planar oscillations of a model in a wind tunnel. The advantage of the parameter estimation method of analysis in this particular case is its ability to treat highly nonlinear forms of the static pitching moment. Comparisons are made with other wind tunnel measurements. A listing of the program and a sample run are included.

ENVIRONMENTS

ACOUSTIC

(Also see Nos. 2055, 2056, 2108, 2153, 2158, 2160)

77-2074

Acoustic Diffraction. Part 1. Plane Diffractors and Wedges

E.J. Skudrzyk, S.I. Hayek, and A.D. Stuart

Applied Research Lab., Pennsylvania State Univ., University Park, PA., Rept. No. TM-73-109-Pt-1, 160 pp (May 14, 1973)

AD-A040 668/6GA

Key Words: Acoustic diffraction

This memorandum documents the theoretical investigations in the Acoustic Diffraction Program. This report discusses the acoustic diffraction and backscattering phenomena for plane and wedge scatterers which are insonified by plane or point sources. The theories of diffraction used in this report are those of the approximate integral representations of Kirchhoff-Rubinowicz. Those were compared with the geometrical theory of diffraction (GTD) which is developed by J.B. Keller, and is based on the ray theory.

77-2075

Noise Due to the Interaction of Boundary Layer Turbulence with a Marine Propulsor or an Aircraft Compressor

N. Moiseev, B. Lakshminarayana, and D.E. Thompson
Applied Research Lab., Pennsylvania State Univ., University Park, PA., Rept. No. TM-76-258, 122 pp (Oct 11, 1976)

AD-A040 946/6GA

Key Words: Noise generation, Rotor blades, Compressors, Propulsion systems

The sound generated by the interaction of inlet boundary layer turbulence with a rotating blade row is investigated. To experimentally study this radiated sound, an existing aeroacoustic facility was modified to produce the inflows desired. The rotor was operated in air with different blade space-to-chord ratios, different flow coefficients and different anisotropic, nonhomogeneous turbulent inflows. The inflows ingested are: natural boundary layer on hub and annulus wall, a tripped boundary layer on the hub, and a fully developed boundary layer on the hub. The turbulence intensities and length scales were altered by placing a grid at the inlet.

77-2076

Industrial Noise Control: Putting it all Together
T.D. Miller

Donley, Miller and Nowikas, Inc., 56 State Highway 10, East Havover, NJ 07936, Noise Control Engr., 9 (1), pp 24-31 (July/Aug 1977) 7 figs, 1 table, 5 refs

Key Words: Noise control, Industrial facilities, Human response, Regulations

Industrial noise control has two fundamental objectives: to meet the requirements of federal law and to protect employees' hearing. The author outlines a total noise control program, and details some of the steps necessary to ensure that these goals are successfully met at minimum cost.

77-2077

Shielding Highway Noise

Z. Maekawa

Environmental Acoustics Lab., Kobe Univ., Rokko, Kobe, 657, Japan, Noise Control Engr., 9 (1), pp 38-44 (July/Aug 1977) 12 figs, 14 refs

Key Words: Noise barriers, Traffic noise

One of the most widespread problems in environmental acoustics is the control of road traffic noise. In urban areas and in the vicinity of residential districts especially, this has become an extremely serious issue. The author reviews typical methods of noise shielding, presents new results of experimental studies, and introduces some theoretical approaches.

77-2078

Two Experiments on the Perceived Noisiness of Periodically Intermittent Sounds

I. Pollack and R.M. Garrett

Dept. of Architecture, Muroran Inst. of Tech., 27 Mizumoto-cho, Muroran, Hokkaido, Japan 050, Noise Control Engr., 9 (1), pp 16-23 (July/Aug 1977) 10 figs, 4 tables, 15 refs

Key Words: Noise tolerance, Human response

The author describes a study aimed at clarifying the nature of the perceived noisiness of intermittent sounds, in order to establish an efficient method of assessment. Experimental results indicate that loudness and noisiness are different qualities. Further research delineates the structure of human response to these sounds.

PERIODIC

77-2079

A New Method for Predicting Response in Complex Linear Systems II

J.L. Bogdanoff, K. Kayser, and W. Krieger

School of Aeronautics and Astronautics, Purdue Univ., West Lafayette, IN 47907, J. Sound Vib., 53 (4), pp 459-469 (1977) 8 figs, 2 tables, 6 refs
Sponsored by NASA, Marshall Space Flight Center

Key Words: Linear systems, Random excitation, Steady state excitation, Lumped parameter method

A new method is presented for response estimation in complex lumped parameter linear systems under random or deterministic steady state excitation. The essence of the method is the use of relaxation procedures with a suitable error function to find the estimated response; natural frequencies and normal modes are not computed. For a 45 degree of freedom system, and two relaxation procedures, convergence studies are made. Frequency response estimates are made.

RANDOM

(Also see No. 2079)

77-2080

A Probabilistic Model for a Randomly Excited Flow

Y.K. Gayed, M.R. Haddara, and A.H.A. Baghdadi
Dept. of Mech. Engrg., Cairo Univ., Cairo, Egypt, Appl. Math. Modeling, 1 (6), pp 299-309 (Sept 1977) 9 figs, 1 table, 11 refs

Key Words: Hydroelectric power plants, Transient response, Random response, Mathematical models, Probability theory

This work concerns a probabilistic model of the random problem, whose solution gives the distribution and probability density functions of the variables involved, namely the pressures, velocities and surge tank oscillation. Order statistical methods were also used to estimate the probability of occurrence of extreme head fluctuations.

SEISMIC

(Also see Nos. 2097, 2151, 2169, 2170, 2171, 2185)

77-2081

Learning from Earthquakes. 1977 Planning and Field Guides

Earthquake Engrg. Research Inst., California Univ., Los Angeles, CA., Rept. No. NSF/RA-770081, 221 pp (1977)
PB-268 083/3GA

Key Words: Earthquake damage

The aim is to maximize the learning to be gained from investigations following future destructive earthquakes. The Guides are meant for use in the planning and field execution of such investigations. Through their use, both the afflicted communities and the investigators can understand how to participate in the investigation and what information is of greatest value.

77-2082

The Earthquake Response of Deteriorating Systems

N.C. Gates
Ph.D. Thesis, California Inst. of Tech., 140 pp (1977)
UM 77-19,980

Key Words: Linear systems, Earthquake response, Approximation methods, Stiffness methods, Energy methods

This thesis is concerned with the earthquake response of deteriorating systems. A model for stiffness degrading or deteriorating systems is used to describe six different single-degree-of-freedom systems. A numerical investigation of the response of these six systems is performed using an ensemble of twelve earthquakes. The response is studied at nine nominal periods of oscillation. The numerical results are presented as response spectra corresponding to six different ductilities. An approximate analytical method for calculating the earthquake response of deteriorating systems from a linear response spectrum is presented. The method, called the average stiffness and energy method, is based upon the premise that a linear system may be defined which is in some sense equivalent to the deteriorating system. The criterion for equivalence in this method is that the average stiffness of the deteriorating system be equal to the stiffness

of the linear system and the average energy dissipated by the linear system be the same as the average energy dissipated by the deteriorating system. The new analytical method is compared to existing methods. Comparison with the numerical results is also made. Based upon these comparisons, it is concluded that the average stiffness and energy method represents a significant improvement over currently available methods for predicting the earthquake response of deteriorating and nondeteriorating systems.

77-2083

Investigation of the Inelastic Characteristics of a Steel Frame Using System Identification and Shaking Table Experiments

V.C. Matzen
Ph.D. Thesis, Univ. of California, Berkeley, 127 pp (1976)
UM 77-15,782

Key Words: Framed structures, Seismic response, System identification, Experimental results

In this dissertation, system identification is used to formulate a realistic nonlinear mathematical model to represent the seismic behavior of a single story steel structure. With this model and the parameters established for it, the energy absorbing characteristics of the structure are investigated. During this study, system identification itself is examined to determine how it can be better utilized in structural engineering. There are three major parts to this research. The first is the mathematical development of system identification to meet the particular needs of this problem. The second part of the research involved shaking table experiments in which a single story steel frame was subjected to several earthquake excitations. The last part of the research is the use of test data in the identification program to establish the four parameters in the mathematical model. When different values are used for T, parameter sets are established which give the best model response for that amount of test data. The resulting sets of parameters reflect the way in which the properties of the structure change during the excitation.

77-2084

Performance and Analysis of Earth Dams During Strong Earthquakes

F.I. Makdisi
Ph.D. Thesis, Univ. of California, Berkeley, 248 pp (1976)
UM 77-15,778

Key Words: Dams, Earthquake response

An investigation into the behavior of a number of earth

dams that were severely shaken during the San Francisco 1906 earthquake was undertaken to identify the factors contributing to their adequate performance. It was found that the majority of these embankments consisted of predominantly clay soils. On the basis of the knowledge of the behavior of clays under cyclic loading conditions, it is shown that the clayey nature of these embankments was the significant factor contributing to their stability during the earthquake. In addition, the contrasting behavior of sandy embankments is demonstrated by studying the failure and near failure of a number of embankments during four other earthquakes in California and Japan.

SHOCK

(Also see Nos. 2048, 2066, 2150, 2186, 2188, 2189)

77-2085

Surface Waves Generated by Shallow Underwater Explosions

A. Falade

Ph.D. Thesis, Univ. of California, Berkeley, 93 pp (1976)

UM 77-15,679

Key Words: Underwater explosions, Explosion effects

In this report, surface water waves generated by surface and near surface point explosions are calculated. Taking impulse distribution imparted at the water surface by the explosion as the overriding mechanism for transferring energy of the explosive to surface wave motion, the linearized theory of Kranzer and Keller is used to obtain the wave displacement in the far field.

GENERAL WEAPON

77-2086

Parametric Resonance in Gun Tubes

T.E. Simkins

Watervliet Arsenal, NY, Rept. No. WVT-TR-77009, 70 pp (Feb 1977)

AD-A040 677/7GA

Key Words: Gun barrels, Parametric resonance

This work examines the likelihood of encountering parametric resonance in gun tubes. The resonance is induced conceptually by the periodic changes in transverse stiffness induced by the axial vibrations resulting from a single application of ballistic pressure - 'single round parametric resonance', the periodic applications of ballistic pressure such as

encountered in an automatic weapon - 'multiple round parametric resonance'.

TRANSPORTATION

(Also see Nos. 2186, 2188, 2189)

77-2087

Experimental Designs and Psychometric Techniques for the Study of Ride Quality

M.D. Havron and R.A. Westin

ENSCO, Inc., Springfield, VA., Rept. No. DOT-TSC-OST-76-54, 301 pp (May 1977)

PB-268 584/0GA

Key Words: Transportation vehicles, Ride dynamics, Human response, Statistical analysis

A major variable in both the cost of any new transportation system and rider acceptance of the system is the ride quality of its vehicles. At this time, there exists no set of objective criteria which would allow the transportation system designer to determine what level of ride quality would be considered acceptable by a wide variety of potential passengers. The purpose of the study was to establish statistically acceptable techniques for the development of methods for relating physical measures of vehicle vibration to passenger estimates of ride quality.

PHENOMENOLOGY

DAMPING

(Also see Nos. 2107, 2192)

77-2088

Tuned Mass Dampers for Buildings

R.J. McNamara

Gillum-Colaco Consulting Struct. Engrs., Cambridge, MA., ASCE J. Struc. Div., 103 (ST9), pp 1785-1798 (Sept 1977) 13 figs, 14 refs

Key Words: Tuned dampers, Buildings, Single degree of freedom systems

Tuned mass dampers attached to single degree-of-freedom systems representing tall buildings are studied. System equations are formulated and solved for various input forcing

functions. Design parameters of the damper are varied to study the response reduction. Experimental wind tunnel results are presented, and a practical application of a large-scale damper is illustrated.

77-2089

The Damping of Structural Vibration by Rotational Slip in Joints

C.F. Beards and J.L. Williams

Dept. of Mech. Engrg., Imperial College of Science and Tech., London SW7 2BX, UK, J. Sound Vib., 53 (3), pp 333-340 (Aug 8, 1977) 5 figs, 3 tables, 9 refs

Key Words: Slip joints, Coulomb friction, Computer programs

Interfacial slip in joints is the major contributor to the inherent damping of most fabricated structures. By fastening joints tightly enough to prohibit translational slip, but not tightly enough to prohibit rotational slip (thereby making only a small sacrifice in static stiffness), it is shown, both experimentally and theoretically, that a useful increase in the inherent damping in a structure can be achieved, provided an optimum joint load is maintained. The analysis is simplified by using a general dynamic analysis computer program with a sub-program to model the friction joint.

77-2090

Some Comments on the Estimation of Resonant Peak Amplitudes

R.E.D. Bishop

Dept. of Mech. Engrg., Univ. College London, Torrington Place, London WC1E 7JE, UK, Ing. Arch., 45 (5/6), pp 331-336 (1976) 4 figs, 5 refs

Key Words: Resonant response, Damped structures, Forced vibration

In a recently published paper, a way of estimating resonant responses of a damped system by means of calculations for the undamped system was suggested. No reference was made to the existing literature on the theory of forced vibration. The object of the present paper is to show how his approach fits in and, in particular, to illustrate what it implies in terms of polar response plots.

77-2091

Subsynchronous Resonance in Power Systems: Damping of Torsional Oscillations

K.T. Khu

Ph.D. Thesis, Iowa State Univ., 154 pp (1977)
UM 77-16,962

Key Words: Electric generators, Vibration resonance, Torsional vibrations, Self-excited vibrations, Hunting, Vibration damping

Studies of subsynchronous resonance phenomena are conducted in a power system composed of a tandem-compound steam turbo-generator set connected to an infinite bus via a series capacitor compensated transmission line. Complete detailed representation of the electromechanical system has confirmed the existence of $(n-1)$ modes of oscillation, where n is the number of lumped masses of the shaft, as well as the existence of super- and subsynchronous components in the electrical network. The eigenvalue method of analysis is used to study the interaction between the mechanical and electrical networks under small perturbations, and to identify the conditions in which the system would be subjected to torsional interaction, self-excitation, and hunting. Transient analysis is carried out on an analog computer to observe the electrical quantities and the torques of the various sections of the shaft before, during, and after a three-phase fault is applied.

ELASTIC

77-2092

Dynamic Stresses Produced in an Elastic Half Space by Reciprocally Moving Surface Loads

T. Ohyoshi

Mining College, Akita Univ., Akita, Japan, Bull. JSME, 20 (145), pp 777-784 (July 1977) 10 figs, 5 refs

Key Words: Elastic properties, Half space, Moving loads

In studies of moving load problems, Galilean or Laplacian transformations have been commonly used by several previous investigators to construct the solutions. In this paper analytical techniques of superposition of harmonic vibrations are available because the elements composing an elastic half space are excited periodically by reciprocating surface loads.

77-2093

Elastodynamic Analysis of a Completely Elastic System

D. Kohli, D. Hunter, and G.N. Sandor

Univ. of Wisconsin, Milwaukee, WI., J. Engr. Indus., Trans. ASME, 99 (3), pp 604-609 (Aug 1977) 3 figs, 1 table, 16 refs

Key Words: Slider crank mechanisms, Elastodynamic response, Transverse shear deformation effects, Rotatory inertia effects

The completely elastic system considered for this vibration analysis consists of an offset slider-crank mechanism having elastic supports and mountings of the mechanism permitting translational vibrations of the shafts and supports, elastic shafts permitting torsional vibrations, elastic links of the mechanism which deform due to external or internal body forces and allow flexural and axial vibrations. Both the effect of the deformations caused by the inertia forces in the mechanism links, shafts, and supports and the effect of change in the inertia forces due to these deformations are taken into account in constructing a general mathematical model for conducting elastodynamic analysis.

FLUID

(See No. 2062)

SOIL

(Also see No. 2185)

77-2094

Dynamic Torsional Response of Foundations on Layered Media

A. Prodanovic

Ph.D. Thesis, Rice Univ., 278 pp (1977)

UM 77-19,285

Key Words: Footings, Foundations, Torsional response, Layered materials

A study is made of the steady-state harmonic torsional response of a rigid circular footing perfectly bonded to the surface of a layered elastic or viscoelastic medium, the footing being excited either kinematically or under the action of a torque. The supporting medium is assumed to consist of a finite number of horizontal layers of constant thickness overlying a homogeneous half-space. Primary attention is given to the problems involving a single layer over a homogeneous half-space and a stratum over a rigid base; the homogeneous half-space is also considered as a limiting case.

77-2095

Dynamics of Certain Structure-Foundation Interacting Systems

J.B. Valdivieso

Ph.D. Thesis, Rice Univ., 227 pp (1977)

UM 77-19,297

Key Words: Interaction: structure-foundation

An analytical investigation of three interrelated problems in the general area of structure-foundation interaction is conducted. The effects of the presence of a substantial foundation mass on the response of interacting systems is initially studied. The foundation medium is assumed to be a halfspace with elastic or viscoelastic properties. Attention is given to the effects of foundation mass on the magnitude of the forces developed during motion since these generally govern the structural design. The applicability of the use of a Single Degree of Freedom equivalent oscillator to predict the dynamic behavior of a soil-structure interacting system with a finite foundation mass is assessed.

77-2096

Dynamic Response of Friction Piles

C.-S. Chon

Ph.D. Thesis, The Univ. of Michigan, 232 pp (1977)

UM 77-17,968

Key Words: Interaction: soil-structure, Pile structures

The influence of several "soil-pile interaction" parameters on the dynamic and static response of single friction piles to lateral loads were studied by performing model pile tests and comparing the results with theoretical analyses. Both dynamic and static model pile tests were performed in a specially constructed facility which was designed to operate as a "quick-sand" tank. The quicksand operation provided for rapid and easy reconstitution of the fine, uniform sand to preselected conditions before each test.

77-2097

Seismic Response of Axisymmetric Soil-Structure Systems

E. Berger

Ph.D. Thesis, Univ. of California, Berkeley, 189 pp (1976)

UM 77-15,607

Key Words: Interaction: soil-structure, Seismic response, Finite element techniques, Computer programs, Nuclear power plants

The accuracy of seismic response computations made with two-dimensional finite element methods of analysis applied to three-dimensional soil-structure systems is investigated. The three-dimensional soil-structure system is modeled by an axisymmetric finite element model while the equivalent two-dimensional system is represented by a plane strain model. A finite element computer code ALUSH is developed which computes the seismic response of axisymmetric soil-structure systems subjected to horizontal, vertical and

rotational earthquake input motions. The nonlinear stress-strain behavior of soil masses subjected to strong earthquake motions and the frequency independent nature of the damping characteristics of soils are considered in the method of analysis by use of equivalent linear method and the complex response method, respectively.

77-2098

Unified Boundary for Finite Dynamic Models

W. White, S. Valliappan, and I.K. Lee

Dept. of Civil Engrg. Materials, The Univ. of New South Wales, Kensington, New South Wales, Australia, ASCE J. Engr. Mech. Div., 103 (EM5), pp 949-964 (Oct 1977) 4 figs, 3 tables, 8 refs

Key Words: Soils, Dynamic response, Finite element technique, Energy absorption

The finite element analysis of dynamic problems in an infinite, isotropic medium is examined. To simulate the physically infinite system by a finite model, an energy absorbing boundary is proposed. This boundary is frequency independent and proves to be very efficient in absorbing stress waves. The boundary constants are calculated for the particular cases of plane strain and axisymmetry for isotropic materials.

77-2099

Hydrodynamic Pressure in Semicylindrical Reservoir

F.J. Sanchez-Sesma and E. Rosenblueth

Instituto de Ingeniería, Universidad Nacional Autónoma de México, México, ASCE J. Engr. Mech. Div., 103 (EM5), pp 913-919 (Oct 1977) 4 figs, 3 tables, 11 refs

Key Words: Dams, Modal analysis, Seismic design, Hydrodynamic excitation

Solutions are presented for modal analysis of hydrodynamic pressures generated by the three translational seismic components - longitudinal, vertical, and transverse - on a dam limiting a semicircular cylindrical reservoir. The main purpose is to show the influence of the cross-sectional shape of the reservoir in the hydrodynamic responses. Results are compared with those for rectangular cross section.

VISCOELASTIC

77-2100

Design of a Viscoelastic Dynamic Absorber for Machine Tool Applications

G.L. Nessler, D.L. Brown, D.C. Stouffer, and K.C. Maddox

Appl. Dynamics & Acoustics Section, Battelle Columbus Labs., Columbus, OH, J. Engr. Indus., Trans. ASME, 99 (3), pp 620-623 (Aug 1977) 5 figs, 11 refs

Key Words: Machine tools, Viscoelastic damping

The design equations are developed for a viscoelastic dynamic absorber in uniaxial compression. The dependence of mechanical properties of the absorber on frequency, temperature, and preload are developed through an extension of the thermorheologically simple theory of linear viscoelasticity. An approximation of the exact boundary value problem is made in order to develop practical design criteria for the size and shape of the absorber element. The results of the experimental program for the constitutive equation are included. A dynamic absorber is designed to control a self-excited lathe chatter problem and a significant improvement is demonstrated.

EXPERIMENTATION

DIAGNOSTICS

(Also see No. 2126)

77-2101

Increase Plant Availability with Trend Monitoring

E.G. Filetti and P.R. Trumpler

Energy Technology, Inc., West Chester, PA, Hydrocarbon Processing, 56 (9), pp 233-240 (Sept 1977) 5 figs, 2 refs

Key Words: Diagnostic techniques, Machinery vibration, Critical speed, Whirling

Trend monitoring is a modern engineering method designed to minimize unscheduled process plant shutdowns by anticipating malfunctions in on-line machines. The onset of machine problems is usually detected as an increase in vibration level. Two particularly important machine characteristics, lateral critical speeds and whirl, are discussed in some detail. Several applications are also described.

77-2102

A Survey of Design Methods for Failure Detection in Dynamic Systems

A.S. Willsky

Electronic Systems Lab., Massachusetts Inst. of Tech., Cambridge, MA., In: AGARD Integrity in Electron. Flight Control Systems, 14 pp (Apr 1977) refs (N77-25055)
N77-25060

Key Words: Diagnostic techniques, Dynamic systems, Nonlinear systems

A number of methods for the detection of abrupt changes (such as failures) are surveyed in stochastic dynamical systems. The class of linear systems is concentrated, but the basic concepts, if not the detailed analyses, carry over to other elements of systems. The methods range from the design of specific failure-sensitive filters, to the use of statistical tests on filter innovations, to the development of jump process formulations. Tradeoffs in complexity versus performance are discussed.

77-2103

What Can Mini-Computers do for Machinery Reliability?

R.G. Harker

Bentley Nevada Corp., Minden, NV, Hydrocarbon Processing, 56 (8), pp 137-143 (Aug 1977) 11 figs

Key Words: Diagnostic techniques

As major turbomachinery trains become more complex and critical, condition monitoring for maximum reliability becomes more important. Dedicated mini-computer systems appear to be the coming way to perform this task.

FACILITIES

77-2104

An Historical View of Dynamic Testing

H.C. Pusey

Naval Research Lab., Shock and Vibration Information Center, Washington, D.C., J. Environ. Sci., 20 (5), pp 9-14 (Sept/Oct 1977) 83 refs

Key Words: Dynamic testing, Reviews

Developments in the field of dynamic testing over the past thirty years are examined. Assessment of present capabilities and future needs leads to the conclusion that the problems to be solved are more managerial than technical. Some controversial questions are posed with respect to dynamic tests and specifications.

INSTRUMENTATION

77-2105

New Electromagnetic Transducers for Recording Translations and Vibrations

B.Z. Kaplan

Dept. of Electrical Engrg., Ben Gurion Univ. of the Negev, Be'er Sheva, Israel, Israel J. Tech., 14 (4/5), pp 187-195 (1976) 10 figs, 12 refs

Key Words: Transducers, Measuring instruments, Recording instruments, Vibration measurement, Vibration recording

The paper discusses new instrumentation developed for measuring translations and vibrations of mechanical parts. Electromagnetic fields are employed for these measurements, and mechanical loading is, therefore, avoided. At first one-sided capacitive transducers are treated. Secondly, differential capacitive transducers are discussed. An electronic method is investigated by which the operation of such differential bridges can be maintained linear even if the deviation of the moving member from its central position was large. The last parts of the paper deal with microwave interferometric bridges. It is shown that movements of remote objects with amplitudes in the micrometer region can be recorded from distances of several meters.

TECHNIQUES

(Also see Nos. 2087, 2159)

77-2106

Application of Modal Testing Techniques to Solve Vibration Problems in Machinery Supporting Structures

J.W. Martz and T. Leist

Structural Dynamics Research Corp., Cincinnati, OH, ASME Paper No. 77-DE-16

Key Words: Testing techniques, Modal testing, Machine foundations

This paper describes the use of state-of-the-art testing techniques to solve vibration problems that result from design incompatibility between machinery and the machinery supporting structures. The general techniques of "mechanical impedance," or "modal" testing described herein have become widely used in the laboratory over the past several years to solve vibration problems in machine tools, automotive vehicles, construction, and agricultural machinery.

77-2107

A Forced-Vibration Technique for Measurement of Material Damping

R.F. Gibson and R. Plunkett

Dept. of Engrg. Science and Mech., and Engrg. Res. Inst., Iowa State Univ., Ames, IA 50011, Exptl. Mech., 17 (8), pp 297-302 (Aug 1977) 9 figs, 18 refs

Key Words: Measurement techniques, Material damping

This article describes a technique for measuring material damping in specimens under forced flexural vibration. Although the method was developed for testing fiber-reinforced composite materials, it could be used for any structural material. The test specimen is a double-cantilever beam clamped at its midpoint and excited in resonant flexural vibration by an electromagnetic shaker. Under steady state conditions, material damping is defined in terms of the ratio of input energy to strain energy stored in the specimen. If external losses are negligible, the input energy must equal the energy dissipated in the specimen. Input energy and strain energy are found from measured specimen dimensions, resonant frequency, input acceleration and bending strain. Problems associated with minimization of external energy losses in the apparatus and verification of measurements are discussed in detail. Measured damping of aluminum-alloy calibration specimens shows good agreement with calculated thermoelastic damping. Examples of measured damping showing amplitude and frequency dependence in fiber-reinforced plastic materials are presented.

77-2108

Characteristics and Calibration of Reference Sound Sources

P. Francois

Electricité de France, 1 Avenue General de Gaulle, 92141 Clamart, France, Noise Control Engr., 9 (1), pp 6-15 (July/Aug 1977) 9 figs, 3 tables, 8 refs

Key Words: Noise measurement, Measurement techniques

The reference sound source - a source of known acoustic power output - was developed in the United States in the mid-1950s. Several new devices to simplify the determination of sound power have emerged since 1970, and standards for the characteristics, calibration, and usage of these instruments are now being developed. Current sources and some proposed techniques for calibration are discussed by the author.

COMPONENTS

ABSORBERS

(See No. 2100)

BEAMS, STRINGS, RODS, BARS

(Also see Nos. 2059, 2064, 2065)

77-2109

The General Solution to the Classical Problem of Finite Euler Bernoulli Beam

M.Y. Hussaini and C.L. Amba-Rao

Ames Research Center, NASA, Moffett Field, CA., Rept. No. NASA-TM-X-73253; A-7076, 13 pp (June 1977)
N77-26533

Key Words: Beams, Bernoulli theory, Free vibration, Forced vibration, Winkler foundations, Viscous damping

An analytical solution is obtained for the problem of free and forced vibrations of a finite Euler Bernoulli beam with arbitrary (partially fixed) boundary conditions. The effects of linear viscous damping, Winkler foundation, constant axial tension, a concentrated mass, and an arbitrary forcing function are included in the analysis. No restriction is placed on the values of the parameters involved, and the solution presented here contains all cited previous solutions as special cases.

77-2110

Thin-Walled Curved Beam Finite Element

S.K. Chaudhuri and S. Shore

ASCE J. Engr. Mech. Div., 103 (EM5), pp 921-937 (Oct 1977) 9 figs, 5 tables, 21 refs

Key Words: Curved beams, Bridges, Moving loads

The generalized displacements and forces at the two nodes of the beam elements are: three translations and their corresponding forces, three rotations and their corresponding moments, the out-of-plane warping of the end cross section and its corresponding bi-moment. The solutions to the homogeneous differential equations governing the static deformation of curved beams along with kinematical boundary conditions are given. The stiffness matrix is formed by evaluating the stress resultants at the two ends of the element

corresponding to each unit generalized displacement. The method using the principle of virtual work to obtain the equivalent nodal forces due to external loading and the consistent mass matrix is outlined. Several examples are presented and comparisons made to demonstrate the accuracy and the usefulness of the element. This element has been successfully used in the finite element discretization of curved girders of horizontally curved highway bridges in studying the response of the bridges subjected to moving loads.

77-2111

Response of Beam to Stochastic Boundary Excitation

S.F. Masri and A. Aryafar

Dept. of Civil Engrg., Univ. of Southern California, Los Angeles, CA., ASCE J. Engr. Mech. Div., 103 (EM5), pp 807-822 (Oct 1977) 14 figs, 7 refs

Key Words: Beams, Boundary condition effects, Bernoulli-Euler method, Stochastic processes

A closed-form solution is presented for the covariance kernel of the transient response of a damped Bernoulli-Euler beam with arbitrary boundary conditions to correlated stochastic excitation applied at the boundaries. The analytical results are applied to the case where the autocorrelation function of the excitation resembles that of a wide class of input functions including earthquake excitations. The mean-square transient response at arbitrary locations along the beam is evaluated, and the effects of various system parameters are determined.

77-2112

Dynamic Responses of Viscoelastic Continuous Beams on Elastic Supports

K. Nagaya and Y. Hirano

Faculty of Engrg., Yamagata Univ., Yonezawa, Japan, Bull. JSME, 20 (145), pp 785-792 (July 1977) 10 figs, 12 refs

Key Words: Continuous beams, Viscoelastic properties, Elastic foundations

This paper deals with the vibration and the transient response problems of a viscoelastic continuous beam on non-periodic elastic supports. In the analysis, the restoring forces of the elastic supports are regarded as unknown external forces applied to the beam. The solution for the viscoelastic beam is obtained from the correspondence principle by applying the Laplace transform to the constitutive equation and the equation of motion for the elastic beam in terms of these unknown forces.

77-2113

Experimental Assessment of the Mindlin-McNiven Rod Theory

H.D. McNiven and Y. Mengi

Univ. of California, Berkeley, CA 94720, J. Acoust. Soc. Amer., 62 (3), pp 589-594 (Sept 1977) 8 figs, 6 refs

Key Words: Rods, Axisymmetric vibrations, Approximation methods, Experimental data

The three-mode theory due to Mindlin and McNiven, [J. Appl. Mech. 27, 145-151 (1960)] governing axisymmetric motions in a circular rod, is appraised by comparing responses predicted by it with experimental data obtained by Miklowitz and Nisewanger [J. Appl. Mech. 24, 240-244 (1957)]. The problem studied involves a semi-infinite rod, made of 24S-T aluminum alloy, subjected to pressure applied to the end of the rod. The two sets of responses are compared at various stations along the rod. To make the comparisons meaningful, it was necessary to recognize that the pressure applied experimentally had a finite rise time, however short; to make an estimate from the responses of what that rise time might be; and then apply this time distribution of pressure in evaluating the theoretical responses.

BEARINGS

77-2114

Consideration of the Negative Pressure Field at the Computation of Dynamic Loaded Radial Sliding Bearings. Model of a Fluid-Gas-Mixture in the Lubrication Gap (Einbeziehung des Unterdruckgebietes in die Berechnung dynamisch belasteter Radialgleitlager. Modell eines Flüssigkeits-Gas-Gemischs im Schmierpalt)

R. Wegmann

Wilhelm-Pieck-Universität Rostock, German Dem. Republic, Maschinenbautechnik, 26 (7), pp 320-321 (July 1977) 2 figs, 8 refs
(In German)

Key Words: Slider bearings, Dynamic response

The article shows that for the calculation of dynamically loaded sliding bearings it is necessary to consider the negative pressure field. The behavior of lubricants at low pressures is described and a model for the fluid-gas-mixture is set up.

77-2115

A Cantilever Mounted Resilient Pad Gas Bearing

I. Etsion

Lewis Res. Center, NASA, Cleveland, OH, Rept. No. NASA-CASE-LEW-12569-1, 12 pp (Apr 28, 1977)
PAT-APPL-792 069/GA

Key Words: Gas bearings

The patent application relates to a gas-lubricated bearing employing at least one pad mounted on a rectangular cantilever beam to produce a lubricating wedge between the face of the pad and a moving surface. The load-carrying and stiffness characteristics of the pad are related to the dimensions and modulus of elasticity of the beam. The invention is applicable to a wide variety of types of hydrodynamic bearings.

BLADES

(Also see No. 2174)

77-2116

Wind Tunnel Tests of a Two Bladed Model Rotor to Evaluate the TAMI System in Descending Forward Flight

R.P. White, Jr.

Rasa Div., Systems Research Labs., Inc., Newport News, VA., Rept. No. NASA-CR-145195, 53 pp (May 1977) refs
N77-25080

Key Words: Rotor blades, Noise reduction, Vortex induced excitation

A research investigation was conducted to assess the potential of the Tip Air Mass Injection system in reducing the noise output during blade vortex interaction in descending low speed flight. In general it was concluded that the noise output due to blade vortex interaction can be reduced by 4 to 6 db with an equivalent power expenditure of approximately 14 percent of installed power.

77-2117

Flap/Lag Torsion Dynamics of a Uniform, Cantilever Rotor Blade in Hover

W. Johnson

Ames Res. Center, NASA, Moffett Field, CA., Rept. No. NASA-TM-73248; A-7063, 19 pp (May 1977)
Sponsored in part by the U.S. Army Air Mobility Res. and Dev. Lab., Moffett Field, CA
N77-26068

Key Words: Rotor blades, Dynamic stability

The dynamic stability of the flap/lag/torsion motion of a uniform, cantilever rotor blade in hover is calculated. The influence of blade collective pitch, lag frequency, torsional flexibility, structural coupling, and precone angle on the stability is examined. Good agreement is found with the results of an independent analytical investigation.

77-2118

Unsteady Hovering Wake Parameters Identified from Dynamic Model Tests. Part I

K.H. Hohenemser and S.T. Crews

Dept. of Mech. Engrg., Washington Univ., St. Louis, MO., Rept. No. NASA-CR-152022, 120 pp (June 1977)

N77-26077

Key Words: Rotor blades, Parameter identification, Perturbation theory

The development of a 4-bladed model rotor is reported that can be excited with a simple eccentric mechanism in progressing and regressing modes with either harmonic or transient inputs. Parameter identification methods were applied to the problem of extracting parameters for linear perturbation models, including rotor dynamic inflow effects, from the measured blade flapping responses to transient pitch stirring excitations. These perturbation models were then used to predict blade flapping response to other pitch stirring transient inputs, and rotor wake and blade flapping responses to harmonic inputs. The viability and utility of using parameter identification methods for extracting the perturbation models from transients are demonstrated through these combined analytical and experimental studies.

DUCTS

(Also see No. 2062)

77-2119

Transmission of Sound Through Nonuniform Circular Ducts with Compressible Mean Flows

A.H. Nayfeh, B.S. Shaker, and J.E. Kaiser

Dept. of Engrg. Science and Mech., Virginia Polytechnic Inst. and State Univ., Blacksburg, VA., Rept. No. NASA-CR-145126, 66 pp (May 1977)

N77-25914

Key Words: Ducts, Sound transmission, Sound attenuation, Computer programs

An acoustic theory is developed to determine the sound transmission and attenuation through an infinite, hard-walled or lined, circular duct carrying compressible, sheared, mean flows and having a variable cross section. The theory is applicable to large as well as small axial variations, as long as the mean flow does not separate.

77-2120

Sound Attenuation in Multiply Lined Rectangular Ducts Including Effects of the Wall Impedance Discontinuities. Part 2: Liners in Parallel

W. Koch

Deutsche Forschungs- und Versuchsanstalt für Luft- und Raumfahrt, Goettingen, West Germany, Rept. No. ESA-TT-399, DLR-FB-76-58, 42 pp (Nov 11, 1976) refs
(In German)
N77-25917

Key Words: Ducts, Acoustic liners, Noise reduction

The problem of sound attenuation by a combination of two acoustic liners of finite length and of different wall impedance on opposite walls in an infinitely long rectangular duct was formulated as a Wiener-Hopf problem for zero mean flow. A coupled system of two generalized Wiener-Hopf equations was obtained and solved. Numerical results are given for a realistic wall impedance model. The influence of several liner parameters on sound attenuation is displayed graphically.

FRAMES, ARCHES

77-2121

The Steady State Response of Geometrically Non-Linear Shallow Arches

D. Hitchings and P. Ward

Dept. of Aeronautics, Imperial College of Science and Tech., London, UK, Intl. J. Numer. Methods Engrg., 11 (8), pp 1261-1269 (1977) 5 figs, 9 refs

Key Words: Arches, Periodic response, Finite element technique

The non-linear steady state response of structures with curvature is investigated through the expository example of a shallow circular arch. A consistent mass finite element formulation is employed to derive the governing non-linear differential equations. These equations are solved by assuming a single mode expansion reducing the governing equations to the single degree-of-freedom Duffing's equation with a

quadratic term. The non-symmetric amplitude-frequency curve is derived and compared with results previously obtained by direct integration of the equations of motion.

GEARS

77-2122

Digital Simulation of Impact Phenomenon in Spur Gear Systems

R.C. Azar and F.R.E. Crossley

Dept. of Mech. Engrg., Western New England College, Springfield, MA., J. Engr. Indus., Trans. ASME, 99 (3), pp 792-798 (Aug 1977) 11 figs, 17 refs

Key Words: Gears, Shafts, Impact pairs, Digital simulation, Torsional vibrations

A digital simulation model is developed to represent a lightly geared torsional system consisting of a drive unit, spur gear pair and load connected by flexible shafts. A clearance model called an Impact Pair is used to represent the gear pair and includes the effects of backlash, time-varying stiffness and damping of the gear teeth and tooth-form error. Experimentally determined frequency spectra of the torsional oscillations of a gear-driven shaft have been plotted and reported on earlier. Similar frequency plots are obtained from the simulation study, and data from these plots are compared with the experimental results for a variety of parameter changes including shaft speed, backlash and load. Results indicate that the simulation model portrays reasonably well the torsional behavior of the output shaft.

77-2123

Dynamic Stability of a Two-Stage Gear Train Under the Influence of Variable Meshing Stiffnesses

G.V. Tordion and R. Gauvin

Dept. of Mech. Engrg., Laval Univ., Quebec, P.Q., Canada, J. Engr. Indus., Trans. ASME, 99 (3), pp 785-791 (Aug 1977) 11 figs, 4 refs

Key Words: Gears, Parametric excitation, Dynamic stability

In a two-stage gear train, the two meshing stiffnesses acting on the intermediate shaft produce parametric vibrations. Equations to find the principal and secondary regions of instability are given. Results showing the influence of the phase angle between both meshing stiffnesses are presented. An easy way to determine whether a certain operating condition lies in a stability or instability region is also suggested.

77-2124

Measurement and Evaluation of Geared Engine Noises (Messung und Beurteilung der Geräusche von Getriebemotoren)

H. Greiner

Industrie-Anz., 98 (72), pp 1281-1284 (1976)
(In German)

Key Words: Gears, Engine noise

The article describes the causes of gear noises in engines. Gear sizes, speed reduction, skew angle, profile offset, profile correction, concentricity of the shaft end, gear material and hardness, lubrication, relative loading are considered. The article also describes how the measured noises are evaluated, analysis and evaluation of noise frequencies, ISO noise rating, determining factors for noise intensity of geared motors, and decline of noise level with distance.

77-2125

Statistical Analysis of Dynamic Loads on Spur Gear Teeth

T. Tobe and K. Sato

Faculty of Engrg., Tohoku Univ., Sendai, Japan,
Bull. JSME, 20 (145), pp 882-888 (July 1977)
15 figs, 11 refs

Key Words: Gears, Dynamic loads, Statistical analysis

Analysis of transmission error curve of a pair of gears measured by a single flank meshing tester shows that the error can be separated into harmonic components and random ones. In this paper the effect of the random components of the error on dynamic loads is analyzed theoretically. One example of numerical result is shown.

LINKAGES

(Also see No. 2089)

77-2126

The Theory of Torque, Shaking Force, and Shaking Moment Balancing of Four Link Mechanisms

J.L. Elliott and D. Tesar

Dept. of Mech. Engrg., Univ. of Florida, Gainesville, FL., J. Engr. Indus., Trans. ASME, 99 (3), pp 715-722 (Aug 1977) 9 figs, 10 tables, 30 refs

Key Words: Linkages, Mechanisms, Balancing

A method for the driving torque, shaking moment, and shaking force balancing is given as individual or combined problems for all of the four-link mechanisms: the four-bar, the slider-crank, the inverted slider-crank, and the oscillating block mechanism.

77-2127

A Numerical Method for the Dynamic Analysis of Mechanical Systems in Impact

R.E. Beckett, K.C. Pan, and S.C. Chu

Gen. Thomas J. Rodman Lab., Rock Island Arsenal, Rock Island, IL., J. Engr. Indus., Trans. ASME, 99 (3), pp 665-673 (Aug 1977) 15 figs, 1 table, 16 refs

Key Words: Mechanisms, Linkages, Dynamic response, Numerical analysis

A general procedure is developed for solving mechanism problems where intermittent separations and impacts can occur between mating parts. The numerical technique employed to solve the problem identifies the onset of separation and gives the behavior of the mechanism during separation and impact.

77-2128

Shape and Frequency Composition of Pulses From an Impact Pair

R.G. Herbert and D.C. McWhannell

Dept. of Mech. Engrg., Univ. of Southampton, UK, J. Engr. Indus., Trans. ASME, 99 (3), pp 513-518 (Aug 1977) 10 figs, 9 refs

Key Words: Impact pairs, Linkages, Mechanisms, Noise generation

With the need to improve the reliability and noise emissions from real mechanisms, an impact in the classical impact pair configuration is investigated. The impact pulse level and its frequency composition as possible sources of high-frequency energy in articulated systems is considered.

77-2129

Dynamic Response of a Cam-Actuated Mechanism with Pneumatic Coupling

F.Y. Chen

Dept. of Mech. Engrg., Ohio Univ., Athens, OH, J. Engr. Indus., Trans. ASME, 99 (3), pp 598-603 (Aug 1977) 7 figs, 6 refs

Key Words: Cam followers, Pneumatic equipment, Stability, Dynamic response, Lumped parameter method

The dynamic characteristics of a cam-actuated system whose follower mass is coupled with a nonlinear pneumatic mechanism of hysteretic type are investigated using a lumped-parameter model. The dynamic response of the cam follower is obtained from the solution of the formulated system equation by the Krylov-Bogoliubov method of variation of parameters. The stability of the system is investigated.

77-2130

A Survey of the State of the Art of Cam System Dynamics

F.Y. Chen

Dept. of Mech. Engrg., Ohio Univ., Athens, OH 45701, Mech. and Mach. Theory, 12 (3), pp 201-224 (1977) 17 figs, 128 refs

Key Words: Cams, Dynamic properties

The primary goal of this report is to present a comprehensive survey of the state of knowledge on the kinematic and dynamic aspects of the cam driven mechanisms and systems. The kinematics deals with the geometry of the cam curve, its continuity, curvature and boundary conditions as well as the mathematical derivatives of the curve which govern the velocity and acceleration characteristics of the motion. The dynamic problem areas concern physical modeling, formulations of the equations of motion, solution techniques, presentation of system's responses and the influence of design parameters.

PIPES AND TUBES

77-2131

An Experimental Investigation of Flow in an Oscillating Pipe

M. Clamen and P. Minton

Dept. of Civil Engrg., Imperial College, London, UK, J. Fluid Mech., 81 (3), pp 421-431 (July 13, 1977) 8 figs, 13 refs

Key Words: Pipes, Fluid-induced excitation

The hydrogen-bubble technique has been used to measure the velocities of pulsating water flow in a rigid circular pipe. Mean flows with Reynolds numbers between 1275 and 2900 were superimposed on an oscillating flow produced by moving the pipe axially with simple harmonic motion. While the velocities in the oscillating boundary layers on the pipe wall were found to be close to those predicted by laminar

flow theory, at the higher Reynolds numbers the velocities near the center of the pipe were lower than those predicted and more uniformly distributed. The intermittency of the periodic bursts of turbulent motion at the higher Reynolds numbers was measured. At each mean-flow Reynolds number the turbulent intermittency of the flow was found to be a function of a single parameter: the harmonic-flow Reynolds number.

77-2132

Vibration of Tubes Conveying Fluids

V.A. Svetitsky

Moscow Higher Tech. School, Moscow, USSR, J. Acoust. Soc. Amer., 62 (3), pp 595-600 (Sept 1977) 4 figs, 18 refs

Key Words: Pipes (tubes), Fluid-induced excitation

General, nonlinear equations are derived for the vibration of rectilinear tubes conveying incompressible fluid. From these equations are obtained the equations for small vibrations. If values of tube frequencies and critical flow parameters are to be predicted accurately, the initial state of stress must be taken into account. A numerical example is considered.

77-2133

Bifurcations to Divergence and Flutter in Flow-Induced Oscillations: A Finite Dimensional Analysis

P.J. Holmes

Inst. of Sound and Vibration Res., Univ. of Southampton, Southampton SO9 5NH, UK, J. Sound Vib., 53 (4), pp 471-503 (1977) 16 figs, 35 refs

Key Words: Pipes (tubes), Flutter, Flow-induced excitation

The behavior of a pipe conveying fluid and a fluid loaded panel are studied from the viewpoint of differentiable dynamics. Non-linear terms are included. A general approach for solution is illustrated by analysis of two mode models of a pipe and of a panel and some important omissions in previous treatments of linear and undamped systems are discussed.

77-2134

A Preliminary Study of Flow and Acoustic Phenomena in Tube Banks

J.A. Fitzpatrick and I.S. Donaldson

Univ. of Glasgow, Glasgow, UK, ASME Paper No. 77-FE-7

Key Words: Tubes, Acoustic response, Wind tunnel tests

Experiments have been performed in a low-turbulence wind tunnel to investigate the effect of tube pitch to diameter ratios, depth of bank and Reynolds number on the parameters associated with resonant acoustic vibration in in-line tube banks.

77-1235

Experimental Data on the Natural Frequency of a Tubular Array

B.T. Lubin, K.H. Haslinger, A. Puri, and J. Goldberg
Combustion Engineering, Inc., Windsor, CT, ASME
Paper No. 77-FE-10

Key Words: Tubes, Natural frequency

Data from experiments on an array of tubes in water showed that the tubes vibrated over a range of frequencies centered about an isolated single tube frequency. The concept of a motion dependent hydrodynamic mass has been successfully used to explain the observed results.

77-2136

Exchanger Design Cuts Tube Vibration Failures

W.M. Small and R.K. Young
Phillips Petroleum Co., Bartlesville, OK, Oil and Gas
J., 75 (37), pp 77-80 (Sept 5, 1977) 5 figs, 1 table

Key Words: Tubes, Heat exchangers, Vibration reduction

Rod-baffle heat exchanger design is described which solves the problem of tube failures due to vibration and provides a low pressure drop across the bundle.

77-2137

Flow-Induced Vibrations of a Hydraulic Valve and Their Elimination

D.S. Weaver, F.A. Adubi, and N. Kouwen
McMaster Univ., Hamilton, Ontario, Canada, ASME
Paper No. 77-FE-24

Key Words: Hydraulic valves, Fluid-induced excitation

The flow-induced vibrations of a check valve with a spring damper to prevent slamming have been studied experimentally. Both prototype and two-dimensional model experiments were conducted to develop an understanding of the mechanism of self-excitation. The phenomenon is shown to be caused by the high rate of change of discharge at small angles of valve opening and the hysteretic hydrodynamic loading resulting from fluid inertia.

PLATES AND SHELLS

(Also see Nos. 2062, 2071)

77-2138

An Analogy Between Free Vibration of a Plate and of a Particle of Mass

Z. Celep

Faculty of Engrg. and Architecture, Technical Univ.,
Istanbul, Turkey, J. Sound Vib., 53 (3), pp 323-331
(Aug 8, 1977) 5 figs, 10 refs

Key Words: Plates, Free vibration, Flexural vibration

In this paper, the free flexural vibration of an elastic circular thin plate with an initial imperfection is investigated. Approximate solution of the problem for the fundamental frequency of vibration, of large amplitude and with the plate imperfection, leads to a nonlinear ordinary differential equation with time as the independent variable.

77-2139

Measurement of Mechanical Vibration Damping in Orthotropic, Composite and Isotropic Plates Based on a Continuous System Analysis

N. Basavanthally and R.D. Marangoni

Dept. of Mech. Engrg., Univ. of Pittsburgh, Pittsburgh, PA 15261, Intl. J. Solids Struct., 13 (8), pp 669-707 (1977) 8 figs, 9 refs

Key Words: Plates, Vibration damping, Measurement techniques

The problem of free and forced transverse vibration of an orthotropic, composite, and isotropic thin square plates with uniformly distributed damping and simply supported boundary conditions has been solved, using a modal expansion technique. A load of the type $P_0 \cos \Omega t$ applied at the center of plate has been considered and the phase angle between the forcing function and the vibration response at the center, as a function of the forcing frequency and the damping parameter determined. This theoretical relationship together with the experimentally measured phase angle between the applied mechanical forcing and the resulting vibration response at various forcing frequencies was used to determine an equivalent viscous damping parameter. This technique has been found to be particularly useful for the measurement and comparison of the relative damping in composite or orthotropic materials. Also, a theoretical relation for the energy loss due to viscous damping in vibrating plates has been developed and the theoretical energy loss at various frequencies has been compared with the experimentally measured energy loss at the same frequencies. Typical damping results are presented for aluminum, steel and aluminum/graphite-fiber composite materials.

77-2140

Variable Order Finite Elements for Plate Vibration

J.R. Hutchinson and J.J. Benitou

Dept. of Civil Engrg., Univ. of Calif., Davis, CA,
ASCE J. Engr. Mech. Div., 103 (EM5), pp 779-787 (Oct 1977) 3 tables, 12 refs

Key Words: Plates, Finite element technique, Natural frequencies, Mode shapes

Rectangular finite elements with a variable number of degrees-of-freedom per element are developed for thin elastic plates. The displacement field for the element is described by a fixed series of polynomial terms plus a variable number of trigonometric terms.

77-2141

Loss Factor for a Rectangular Plate of Parabolic Thickness Variation

S.P. Nigam, G.K. Grover, and S. Lal

Mech. Engrg., Government Engrg. College, Jabalpur, India, J. Engr. Indus., Trans. ASME, 99 (3), pp 799-801 (Aug 1977) 2 tables, 4 refs

Key Words: Rectangular plates, Variable cross section, Fundamental mode, Internal damping

The importance of the internal damping and of the evaluation of the fundamental mode loss factor of structural members subjected to multiaxial stress system is well known. It appears that little work has been done on vibrations of rectangular plates of variable thickness, though such cases are of interest in the aeronautical field since they approximate to wing sections. In the present work, the fundamental mode loss factors for a simply supported rectangular plate with parabolic thickness variation in X direction have been evaluated for different combinations of the aspect ratios and the taper parameters. An approximate relationship has been obtained which correlates the loss factor for the plate of variable thickness with that of a plate of uniform thickness.

77-2142

Stability of Elastic Plates via Liapunov's Second Method

H.H.E. Leipholz

Solid Mech. Div., Faculty of Engrg., Univ of Waterloo, Waterloo, Ontario N2L 3G1, Canada, Ing. Arch., 45 (5/6), pp 337-345 (1976) 4 figs, 3 refs

Sponsored by the National Res. Council of Canada

Key Words: Rectangular plates, Follower forces, Liapunov's method

Stability of a rectangular elastic plate is investigated by means of a Liapunov's Second Method. It is assumed that the plate is subjected to tangential follower forces which are parallel to one edge of the plate, that the plate has internal viscous damping, and that it is simply supported and/or clamped along its contour. The main result is that only for sufficiently large damping, stability is ensured for reasonably large follower forces.

77-2143

Large Amplitude Radial Oscillations of Layered Thick-Walled Cylindrical Shells

A. Ertepinar

Dept. of Engrg. Sciences, Middle East Technical Univ., Ankara, Turkey, Intl. J. Solids Struc., 13 (8), pp 717-723 (1977) 4 figs, 1 table, 9 refs

Key Words: Cylindrical shells, Oscillation

Finite breathing motions of multi-layered, long, circular cylindrical shells of arbitrary wall thickness are investigated on the basis of the theory of large elastic deformations. The materials of the layers are assumed to be isotropic, elastic, homogeneous and incompressible. The governing non-linear ordinary differential equation is solved partially to give the frequencies of oscillations in an integral form. An approximate solution technique based on Galerkin's orthogonalization process is also formulated to give complete solutions. A tube consisting of two layers of new-Hookean materials is solved both by exact and approximate methods. An excellent agreement is observed between the two sets of results.

77-2144

Axially Symmetric Vibrations of Finite Cylindrical Shells of Various Wall Thicknesses - II

J. Chandra and R. Kumar

Systems Engrg., Div., Defence Science Lab., Delhi-110054, India, Acustica, 38 (1), pp 24-29 (July 1977) 9 figs, 2 refs

Key Words: Cylindrical shells, Resonant frequency, Axisymmetric vibration

Using the exact three-dimensional equations of linear elasticity, the vibrational characteristics of circular cylindrical shells of various wall thicknesses and finite length have been studied. The motion of the shell is assumed to be axially symmetric but anti-symmetric about its central plane. The stress-free conditions on the lateral surface of the shell have been satisfied exactly and the real, imaginary and complex branches of the dispersion spectra have been superposed to satisfy the stress-free conditions at the flat ends of the shell to a good degree of accuracy. The aspect ratio curves, the residual stresses at the flat ends and the displacements have been given for various wall thicknesses.

77-2145

Analysis of a Cylindrical Shell Vibrating in a Cylindrical Fluid Region

H. Chung, P. Turula, T.M. Mulcahy, and J.A. Jendrzejczyk

Components Tech. Div. Argonne National Lab., IL,
Rept. No. ANL-76-48, 24 pp (Aug 1976)
N77-26544

Key Words: Cylindrical shells, Nuclear reactor components, Natural frequencies, Mode shapes, Computer programs

Analytical and experimental methods are presented for evaluating the vibration characteristics of cylindrical shells such as the thermal liner of the Fast Flux Test Facility (FFTF) reactor vessel. The NASTRAN computer program is used to calculate the natural frequencies, mode shapes, and response to a harmonic loading of a thin, circular cylindrical shell situated inside a fluid-filled rigid circular cylinder. Solutions in a vacuum are verified with an exact solution method and the SAP IV computer code. Comparisons between analysis and experiment are made, and the accuracy and utility of the fluid-solid interaction package of NASTRAN is assessed.

77-2146

Vibrations of Prolate Spheroidal Shells of Constant Thickness

C.B. Burroughs

Ph.D. Thesis, The Catholic Univ. of America, 35 pp (1977)
UM 77-17,514

Key Words: Spherical shells, Fluid-induced excitation, Transverse shear deformation effects, Rotatory inertia effects

The general displacement-equilibrium equations, which include the effects of transverse shear and rotary inertia, have been derived for a fluid-loaded prolate spheroidal shell of constant thickness subject to an harmonically time-varying, arbitrary spatially distributed force normal to the shell surface. The solution is formulated for the axisymmetric motion of a shell that is immersed in an inviscid fluid of infinite extent. The approximate solutions for the two nontorsional displacements of the shell middle surface and the nontorsional rotation of the shell cross-section are obtained by using an extension of Galerkin's variational method developed by Chi and Magrab.

77-2147

Vibration of Complex Structures by Matching Spatially Dependent Boundary Conditions of Classical Solutions. Specifically Vibration Characteristics of

Hollow Symmetrical Blades Based on Thin Shell Theory

A.M. Al-Jumaily

Ph.D. Thesis, The Ohio State Univ., 230 pp (1977)
UM 77-17,072

Key Words: Blades, Shells, Plates, Beams, Resonant frequencies, Mode shapes

The mathematical formulation and solution methods for dynamics problems of continuous structures composed of beam, plate, and shell elements are investigated by developing and using the Matching of Continuous Boundary Conditions Technique. This technique results in a closed form functional solution for the resonant frequencies and corresponding mode shapes of the composite structure. A hollow symmetrical turbomachinery blade is used to illustrate the general method. The blade is composed of two-co-linear open profile circular cylindrical shell elements connected at their straight edges. Experimental investigations are performed to support the results of the theories. In the course of formulating the blade problem, two new simplified shell solution techniques are introduced. One is based on Yu's assumptions for shells with small radius to length ratios; the second theory is derived from basic principles based on different assumptions gathered from the literature. The results of using the simplified shell solution technique, the Matching of Continuous Boundary Conditions method, and the experimental investigations are compared. Other methods of solution for dynamic problems of continuous structures, such as the Point Matching Technique, are investigated.

77-2148

The Effect of Creep Deformation on the Vibration and Stability Characteristics of Axisymmetric Thin Shells

A.P. Gelman

Ph.D. Thesis, Univ. of Southern California (1977)

Key Words: Shells, Natural frequencies, Computer programs, Stiffness methods

An analysis and a computer program have been developed for calculating the changes in the natural frequencies of axisymmetric thin shells when they are subjected to axisymmetric loads and are permitted unrestricted creep. The method of solution is an extension of the direct stiffness method. The shell is replaced by a system of discrete finite elements consisting of conical frustra; these elements are interconnected along circumferential nodal circles. The dynamical equations of equilibrium are obtained from the principles of minimum potential energy. The Sanders nonlinear strain displacement relations are utilized to obtain a linear stiffness matrix, a stress dependent geometric stiffness matrix, a nonlinear large displacement matrix, and a consistent mass matrix.

STRUCTURAL

77-2149

Earthquake Response of Coupled Shear Wall Buildings

T. Srichatrapimuk

Ph.D. Thesis, Univ. of California, Berkeley, 122 pp (1976)

UM 77-15,866

Key Words: Buildings, Walls, Earthquake response

An efficient analytical technique for determining linear and nonlinear response of coupled shear wall structures is developed. Walls are assumed to be nonyielding with all inelastic action confined to coupling beams. Structural displacements are then represented as a linear combination of the first few natural mode shapes in both lateral and longitudinal (vertical) vibration of individual walls which are treated as independent cantilevers. The effectiveness and flexibility of this general approach in reducing the number of degrees of freedom are demonstrated. The analytical technique is implemented in earthquake response analyses of two coupled shear wall systems; analytical results are then correlated with observations of earthquake damage in these structures. The earthquake response of coupled shear walls is then interpreted, and design considerations for efficient earthquake resistant shear wall systems are suggested.

77-2150

Air Blast Effects on Concrete Walls

C.A. Kot and P. Turula

Argonne National Lab., IL, Rept. No. ANL-CT-76-50, 67 pp (July 1976)

N77-26540

Key Words: Walls, Concrete construction, Blast effects

Estimates are obtained both for the spalling of the back-face of the concrete wall and for the overall wall response produced by the total impulsive load of the air blast. Assuming elastic wave propagation in the concrete wall, it is found that as spall thickness increases, the spall velocity decreases. This holds for normal as well as oblique wave incidence on the back-face of the wall. Therefore, for debris which has significant mass, the ejection velocity produced by spalling action alone is quite moderate. Plastic yield-line analysis of the wall segment subjected to the impulsive loading of the air blast indicates that for sufficiently large explosions substantial displacements and peak velocities can occur in typical shield walls.

77-2151

Seismic Response of a Periodic Array of Structures

H. Murakami and J.E. Luco

Dept. of Applied Mech. & Engrg. Sci., Univ. of Calif. at San Diego, La Jolla, CA, ASCE J. Engr. Mech. Div., 103 (EM5), pp 965-977 (Oct 1977) 6 figs, 12 refs

Key Words: Walls, Buildings, Earthquake response

A simplified two-dimensional model of the dynamic interaction, through the soil, among adjacent structures in a densely built area is presented. The model consists of an infinite number of identical parallel infinitely long shear walls placed on equally spaced rigid semi-cylindrical foundations. The steady-state response of the shear walls to obliquely incident plane SH waves is evaluated and compared with the response of an isolated structure.

SYSTEMS

ABSORBER

(Also see No. 2088)

77-2152

Design of Viscous Torsional Vibration Absorbers (Auslegung von Viskositätsdreh-Schwingungsdämpfern)

R. Mehner

Tech. Univ. Dresden, German Democratic Republic, Maschinenbautechnik, 27 (7), pp 326-329 (July 1977) 8 figs, 5 refs

(In German)

Key Words: Optimization, Vibration absorbers

An exact method for the optimization of vibration absorbers is obtained from the relationship of single mass systems with the viscosity torsional vibration absorbers. The method is based on electronic data processing.

NOISE REDUCTION

(Also see Nos. 2061, 2163, 2194)

77-2153

Machinery Noise Reduction. Correct Design Improves Efficiency (Lärmabschirmungen an Maschinen. Richtiges Gestalten erhöht die Wirksamkeit.)

J. Thoma

Techn. Rdschau (Bern), 68 (38), p 33 (1976) 1 fig, 3 refs

Key Words: Machinery noise, Noise reduction

The topics discussed are active and passive measures, simplified physics of noise, reflection, absorption and transmission of noise, noise amplification by means of reflection of sound in protective housing, harmful effects of small holes, absorption and stiffening for increasing the effectiveness of housing.

77-2154

Reducing Machinery Noise

R.L. Hershey

Booz, Allen & Hamilton, Inc., Indus. Res., 19 (9), pp 118-121 (Sept 1977) 6 refs

Key Words: Machinery noise, Noise reduction, Regulations

Considerable research has been devoted to reducing the noise from industrial machinery, such as circular saws, punch presses, textile spinning frames, and typewriters. This article describes some of the research areas and the regulations that have provided impetus toward quieting these machines.

77-2155

Systems for Noise and Vibration Control

W.E. Purcell

S/V, Sound Vib., 11 (8), pp 4-30 (Aug 1977)

Key Words: Noise reduction, Acoustic absorption, Noise barriers, Vibration control

Systems for noise and vibration control are finished products or components generally designed for specific purposes. For his discussion the author classifies such systems into: silencers, sound absorptive systems, sound barrier systems, and vibration/shock control systems.

77-2156

Acoustical Scale Model Study of the Attenuation of Sound by Wide Barriers

E.S. Ivey and G.A. Russell

Dept. of Physics, Smith College, Northampton, MA 01060, J. Acoust. Soc. Amer., 62 (3), pp 601-606 (Sept 1977) 8 figs, 15 refs

Key Words: Noise barriers, Acoustic attenuation, Model testing

Acoustical scale model experiments carried out with building-size barriers are described. The results of experiments conducted with the barrier in a free field and on a reflecting surface are presented. The free field measurements are compared to several theoretical models and discrepancies between the theoretical and experimental results are discussed. Also presented is a simple expression which relates the excess attenuation obtained with the barrier situated on the ground to that of the same barrier in the free field. This expression predicts excess attenuations which agree quite closely with those actually measured in the scale model experiments.

77-2157

OSHA and the Noise of Pneumatic Systems

R.C. Potter

Bolt Beranek and Newman, Inc., Cambridge, MA, ASME Paper No. 77-DE-49

Key Words: Pneumatic equipment, Noise reduction

Pneumatic systems produce high-level sounds in that part of the frequency spectrum that has the most influence on human hearing. OSHA requires that the hearing of individual workers be protected, and it is often the pneumatics of a machine that will control the sound levels received. Descriptions are given of the noise produced by the compressors that supply the air, the pipes and valves that transmit and control the air, and the devices, mechanisms, and tools that use the air. Methods are discussed for reducing the noise, and it is concluded that both management and employees will benefit from consideration of the problem of pneumatic system noise in present plants and in the design of future installations.

AIRCRAFT

(Also see No. 2197)

77-2158

Supersonic Jet Exhaust Noise Investigation. Volume IV. Acoustic Far-Field/Near-Field Data Report

P.R. Knott and J.F. Brausch

Aircraft Engine Group, General Electric Co., Cincinnati, OH, Rept. No. R74-AEG452-Vol-4, AFAPL-TR-76-68-Vol-4, 504 pp (July 1976)

AD-A040 894/8GA

Key Words: Jet noise, Aircraft noise

This report is an acoustic data report presenting a series of parametric acoustic far-field and near-field results for subsonic and supersonic heated flow conditions for a simple conical nozzle (thin lip and thick lip) and a convergent-divergent nozzle at design and off-design conditions.

77-2159

Recommended Procedures for Measuring Aircraft Noise and Associated Parameters

A.H. Marsh

DyTec Engrg., Inc., Huntington Beach, CA., Rept. No. NASA-CR-145187, 164 pp (Apr 1977) refs

N77-25912

N77-25912

Key Words: Aircraft noise, Noise measurement

Procedures are recommended for obtaining experimental values of aircraft flyover noise levels (and associated parameters). Specific recommendations are made for test criteria, instrumentation performance requirements, data-acquisition procedures, and test operations. The recommendations are based on state-of-the-art measurement capabilities available in 1976 and are consistent with the measurement objectives of the NASA Aircraft Noise Prediction Program. The recommendations are applicable to measurements of the noise produced by an airplane flying subsonically over (or past) microphones located near the surface of the ground. Aircraft types covered by the recommendations are fixed-wing airplanes powered by turbojet or turbofan engines and using conventional aerodynamic means for takeoff and landing. Various assumptions with respect to subsequent data processing and analysis were made (and are described) and the recommended measurement procedures are compatible with the assumptions. Some areas where additional research is needed relative to aircraft flyover noise measurement techniques are also discussed.

77-2160

Problems in Predicting Aircraft Noise Exposure

A.H. Odell

Port Authority of New York and New Jersey, One World Trade Ctr. 65S, New York, NY 10048, Noise Control Engr., 9 (1), pp 32-37 (July/Aug 1977) 9 figs, 21 refs

Key Words: Aircraft noise, Noise prediction, Human response

For more than twenty years, the aviation industry has tried to develop a single universal rating method which would accurately describe the noise produced by aircraft operations in terms of the subjective reaction of the exposed population. Some of the basic assumptions involved in this procedure are examined by the author. Also offered are suggestions for improvement in the methodology and potential areas of study.

77-2161

On the Growth Rate of Bending Induced Edge Cracks in Acoustically Excited Panels

K.P. Byrne

Dept. of Mech. and Industrial Engrg., Univ. of New South Wales, Kensington, NSW 2033, Australia, J. Sound Vib., 53 (4), pp 505-528 (1977) 16 figs, 1 table, 9 refs

Key Words: Aircraft, Acoustic excitation, Acoustic fatigue

The emphasis of the work described in this paper is on examining the growth rate of edge cracks in acoustically excited panels. A single panel with an edge crack is considered and this structural element is modelled as a flat plate clamped on three edges and part of the fourth. The crack is represented by the unclamped part of the fourth edge. Fracture mechanics principles are used to predict the crack growth rates associated with the first two modes of vibration of the edge cracked panel. The crack tip stress intensity factors associated with these panel modes are estimated by a technique based on finding the nominal bending stresses at the crack tips. The nominal bending stresses are in turn found from mode shapes determined by the Rayleigh Principle. The validity of the various assumptions is assessed by comparing the predicted crack growth rates with measured growth rates in panels representative of those used in aircraft construction.

77-2162

Non-Linear Effects in Aircraft Ground and Flight Vibration Tests

G. Haidl

Messerschmitt-Boelkow-Blohm G.m.b.H., Ottobrunn, Fed. Rep. Germany, Rept. No. MBB-UFE-1273-0, 16 pp (Sept 16, 1976) refs

N77-25153

Key Words: Aircraft, Resonance tests, Vibration tests, Flutter

Examples of nonlinear vibration behavior in ground resonance tests of an aircraft are shown. Model tests for a simplified system with nonlinear properties were performed to study the effects of friction and backlash with respect to ground resonance test and flight flutter test. With symmetric and asymmetric nonlinear stiffness characteristics effects of amplitude dependent frequencies, mode coupling, mode asymmetries, and the consequences in parameter identification in vibration tests are pointed out and discussed. In case of flutter critical modes the problems of apparent damping caused by nonlinear system properties are shown, and recommendations are given to reach a representative flutter clearance with respect to this nonlinear system behavior.

77-2163

Supersonic Transport Noise Reduction Technology Program - Phase II. Volume I

S.B. Kazin, E.J. Stringas, J.T. Blozy, V.L. Doyle, and R.B. Mishler

Aircraft Engine Group, General Electric Co., Cincinnati, OH, Rept. No. R75AEG362-Vol-1, FAA-SS-73-29-1, 478 pp (Sept 1975)
AD-B010 468/7GA

Key Words: Supersonic aircraft, Noise reduction

The Supersonic Transport Noise Reduction Technology Program, sponsored by the Federal Aviation Administration, was conducted as a follow-on effort after cancellation of the SST Program to finalize selected noise technology areas and summarize results of the SST Program. The overall program objective was to provide additional acoustic technology necessary, to design high speed aircraft systems, recognizing future acceptable noise levels. General Electric's effort was divided into the acoustic technology areas of jet noise reduction, turbomachinery noise reduction, and aircraft system integration. Jet noise reduction technology work was achieved through analytical studies, model tests, and J79 engine tests. Selected suppression systems identified during the SST Program were further refined (multispoke/chute suppressors or annular plug nozzles). Novel advanced concepts of suppression were identified, and extensive aerodynamic (static and wind-on) performance tests and hot-jet acoustic tests were performed.

77-2164

Airframe, Wing, and Tail Aerodynamic Characteristics of a 1/6-Scale Model of the Rotor Systems Research Aircraft with the Rotors Removed

R.E. Mineck and C.E. Freeman

Army Air Mobility Res. and Dev. Lab., Hampton,

VA, Rept. No. NASA-TN-D-8456, 141 pp (May 1977)

N77-26082

Key Words: Aircraft, Helicopters, Airframes, Aircraft wings, Wind tunnel tests

A wind-tunnel investigation was conducted to determine the aerodynamic characteristics of the rotor systems research aircraft (RSRA) as the helicopter and the compound helicopter with the rotors removed. Data were obtained over ranges of angles of attack and angle of sideslip. Results are presented for the total loads on the airframe as well as the loads on the wing and the tail.

77-2165

Treatment of the Nonlinear Vibration of a Variable Sweep Aircraft Wing with its Drive Using a Simplified Wing Model (Behandlung des nichtlinearen Schwingungsverhaltens eines schwenkbaren Flugzeugflügels mit seinem Verstellantrieb mittels eines vereinfachten Schwingungsmodells)

B. Schoen

Unternehmensbereich Flugzeuge-Entwicklung, Messerschmitt-Boelkow-Blohm G.m.b.H., Ottobrunn, W. Germany, Rept. No. MBB-UFE-1191(0)), 155 pp (Aug 1, 1975)

(In Georgian)

N77-26156

Key Words: Aircraft wings, Vibration response, Mathematical models

A wing vibration model was constructed to investigate the vibration behavior of a variable sweep wing with its pivot drive. The model provides for simulation of the clearance, the static friction, and damping proportional to velocity. The physical vibration behavior was investigated by variation of these parameters. The complex phenomenon was also studied theoretically by approximation solutions, and the dependence on parameter variations indicated. Experimental and theoretical results are combined to provide a complete picture of the vibration phenomenon.

77-2166

Flutter Analysis of an All-Movable Horizontal Tail with Geared Elevator on a Supersonic Transport

J.L. Stelma

Boeing Commercial Airplane Co., Seattle, WA, Rept. No. D6-60293, FAA-SS-73-16, 60 pp (June 1974)

AD-B000 285/7GA

Key Words: Flutter, Supersonic aircraft

This document presents symmetric flutter analyses conducted on the all-movable horizontal tail of the Boeing-designed SST. Interaction effects on flutter speed that are produced by the wing, fuselage, control systems and elevator gear ratio are included. Failure conditions of the horizontal-tail actuators are covered.

77-2167

A Low Speed Model Analysis and Demonstration of Active Control Systems for Rigid-Body and Flexible Mode Stability

R.A. Gregory, A.D. Ryneveld, and R.S. Imes
Boeing Commercial Airplane Co., Seattle, WA, Rept.
No. D6-60295, FAA-SS-73-18, 203 pp (June 1974)
AD-B000 286/5GA

Key Words: Supersonic aircraft, Flutter, Wind tunnel tests, Stability analysis

An existing low-speed SST flutter model was modified to include two hydraulic aileron control systems and a horizontal stabilizer system. Wing mode flutter suppression systems were analyzed and wing tunnel tested, using wing strain gages and the aileron systems in the active control feedback loops. Rigid-body stability systems were theoretically analyzed and experimentally synthesized using body-mounted sensors. Variable rigid-body stability was achieved through a remote-transfer water ballast system. The results of parallel analysis and wind tunnel tests, the methods of approach, the problems encountered, and a list of recommendations for the advancement of the active controls technology are reported in this document.

BRIDGES

(Also see No. 2110)

77-2168

Motion of Suspended Bridge Spans under Gusty Wind

R.H. Scanlan and R.H. Gade
ASCE J. Struc. Div., 103 (ST9), pp 1867-1883
(Sept 1977) 5 figs, 47 refs, 5 tables

Key Words: Suspension bridges, Wind-induced excitation

The buffeting response of suspended-span bridges can be calculated if certain wind-tunnel section model data, plus wind spectral information, are provided. The needed wind tunnel data are the self-excited aerodynamic (flutter) coefficients. The meteorological data required are vertical and horizontal gust spectra of the natural wind at the bridge site.

The natural mechanical modes of vibration in bending (vertical and lateral) and torsion are assumed known, and the response of each of these with postulated negligible aerodynamic coupling between modes, is calculated. Some examples are then given of the calculated vertical and torsional buffeting responses of a flexible long-span bridge (Golden Gate type) and a stiff, medium-span type (Sitka Harbor). The wind velocity range covered is 60 mph to 90 mph (27 m/s to 40 m/s).

77-2169

Effects of Uniform and Non-Uniform Seismic Disturbances on a Long Multi-Span Highway Bridge

R.E. Hamati
Ph.D. Thesis, Univ. of Calif., Berkeley, 397 pp (1976)
UM 77-15,710

Key Words: Bridges, Seismic design

Criteria were developed for the seismic design of a long multi-span highway bridge. The criteria are for requirements of seismic strength to resist inertia effects, and provisions for sufficient ductility to absorb the displacements and deformations caused by uniform and non-uniform distributions of ground motions. Criteria were also developed for determining the ductilities and capacities of elements of the bridge to absorb the maximum relative displacements that may be caused by residual deformations of the soils. In developing the criteria, various parameters were considered. Among the parameters are those related to bridge types, articulations, soil conditions, and spatial distributions of ground motions. *The effects of soil-structure interaction are included.*

BUILDING

(Also see Nos. 2083, 2088, 2149, 2151)

77-2170

Inelastic Earthquake Response of Three-Dimensional Buildings

R. Guendelman-Israeli
Ph.D. Thesis, Univ. of Calif., Berkeley, 130 pp (1976)
UM 77-15,705

Key Words: Buildings, Earthquake response, Computer programs

A computational procedure and computer program for the inelastic dynamic response analysis of three-dimensional buildings of essentially arbitrary configuration is described. The building is idealized as a series of independent plane substructures interconnected by horizontal rigid diaphragms. Each substructure can be of arbitrary geometry and include structural elements of a variety of types.

77-2171

Inelastic Response to Site-Modified Ground Motions

R.V. Whitman and J.N. Protonotarios

Mass. Inst. of Tech., Cambridge, MA, ASCE J. Geotech. Engr. Div., 103 (GT10), pp 1037-1053 (Oct 1977) 16 figs, 1 table, 12 refs

Key Words: Buildings, Earthquake response

A building with a period equal to that of a site may be more susceptible to yielding during a moderate earthquake, but the larger yielding during a major earthquake is much the same as for a building having a different period. This conclusion results from analyzing one-degree-of-freedom, elastoplastic structures using ground motions (both real and calculated) whose elastic response spectra have peaks attributable to site conditions. Inelastic response spectra for site-modified motions do not show pronounced peaks at the period of the site; rather, they are as "smooth" as inelastic spectra computed from motions unaffected by site conditions. Inelastic spectra for design may be based upon the same ratios of spectral acceleration to peak acceleration and spectral velocity to peak velocity as for normal motions. Thus, the amount by which a site modifies peak acceleration and peak velocity is important, and the period of a site is not significant by itself.

77-2172

Review of Literature on Earthquake Damage to Single-Family Masonry Dwellings

R.D. Benson

Applied Tech. Council, Palo Alto, CA, 31 pp (Apr 29, 1977)

PB-267 947/0GA

Key Words: Earthquake damage, Buildings, Masonry, Reviews

The report contains a review and evaluation of information concerning the behavior of single-family masonry dwellings in Zone 2 earthquake areas of the United States (1973 Uniform Building Code classification). In general, reinforced masonry has exhibited satisfactory performance, sustaining little or no damage in moderate earthquakes. Reported damage is often associated with poor workmanship/inspection. Unreinforced masonry (old and new) and masonry chimneys have exhibited poor performance. Available data has been found to be limited and general in nature.

FOUNDATIONS AND EARTH

(See Nos. 2084, 2106)

HELICOPTERS

(Also see No. 2164)

77-2173

Aeroelastic Stability of Complete Rotors with Application to a Teetering Rotor in Forward Flight

J. Shamie and P. Friedmann

Mechanics and Structures Dept., School of Engrg. and Applied Science, Univ. of Calif., Los Angeles 90024, J. Sound Vib., 53 (4), pp 559-584 (1977) 12 figs, 23 refs

Key Words: Helicopter rotors, Dynamic stability

The derivation of a set of non-linear coupled flap-lag-torsion equations of motion for moderately large deflections of an elastic, two-bladed teetering helicopter rotor in forward flight is concisely outlined.

77-2174

Effect of Production Modifications to Rear of Westland Lynx Rotor Blade on Sectional Aerodynamic Characteristics

P.G. Wilby

Aerodynamics Dept., Royal Aircraft Establishment, Farnborough, UK, Rept. No. ARC-CP-1362; RAE-TR-73043; ARC-34835, 21 pp (1977) refs
N77-25101

Key Words: Helicopter rotors, Rotary wings, Aerodynamic response

The RAE (NPL) 9615 airfoil was accepted, on the basis of wind tunnel tests, as the basic blade section for the Westland WG 13 Lynx helicopter rotor; however, production methods necessitated a modification to the rear profile of the blades which was considered sufficient to produce changes in the aerodynamic characteristics of the airfoil. Thus, the modified profile was tested in the wind tunnel and the experimental data compared with those for the original profile.

77-2175

Application of System Identification to Analytic Rotor Modeling from Simulated and Wind Tunnel Dynamic Test Data. Part 2

K.H. Hohenemser and D. Banerjee

Dept. of Mech. Engrg., Washington Univ., St. Louis, MO, Rept. No. NASA-CR-152023, 194 pp (June 1977)

N77-26078

Key Words: Helicopters, Aircraft, Parameter identification, Rotors, Mathematical models

An introduction to aircraft state and parameter identification methods is presented. A simplified form of the maximum likelihood method is selected to extract analytical aeroelastic rotor models from simulated and dynamic wind tunnel test results for accelerated cyclic pitch stirring excitation. The dynamic inflow characteristics for forward flight conditions from the blade flapping responses without direct inflow measurements were examined.

HUMAN

(Also see No. 2087)

77-2176

Hand-Arm Vibration Part II: Vibrational Responses of the Human Hand

J.W. Mishoe and C.W. Suggs

Agricultural Research and Education Ctr., Dept. of Agricultural Engrg., Univ. of Florida, Belle Glade 33430, J. Sound Vib., 53 (4), pp 545-558 (1977)

14 figs, 6 refs

Key Words: Human hand, Vibration response, Mathematical models, Mechanical impedance

When vibration is applied to the hand in the vertical (dorsal-to-ventral) and transverse direction, the hand arm system can be modeled by a three-mass model with each of the masses connected by a parallel spring and damper. For vibration input directed into the long axis of the forearm the model requires an additional parallel spring and damper to connect the last mass to an infinite base.

ISOLATION

77-2177

Equation Error Identification of Vehicle Suspension Parameters

D.M. Brueck

Ph.D. Thesis, Purdue, Univ., 200 pp (1976)

UM 77-15,384

Key Words: Suspension systems (vehicles), Parameter identification

A simplified method for the identification of vehicle suspension parameters is developed. Increased use of computer simulations in the design, development, and testing of vehicles requires that the various vehicle parameters be easily

obtainable. Methods to obtain the vehicle sprung mass and sprung mass moments of inertia are available; however, a simplified method to obtain the vehicle suspension spring rates, damping characteristics, and the unsprung mass inertia properties is needed. The technique that was developed in this thesis to obtain these suspension parameters requires a test of short duration, less than three seconds, and avoids vehicle disassembly. The parameters are identified from suspension force and displacement data, eliminating the need for complex calculations using detailed information concerning the characteristics and placement of each of the many components making up the suspension.

MECHANICAL

77-2178

Active Electromagnetic Vibration Control in Rotating Discs

R.W. Ellis

Ph.D. Thesis, Univ. of Calif., Berkeley, 81 pp (1976)

UM 77-15,673

Key Words: Disks, Rotating structures, Saws, Vibration control

This thesis introduces a promising new technique for improving saw performance using an electronic feedback control system. The system consists of a non-contacting position sensor placed alongside the lateral surface of the saw, some control circuitry, and a pair of electromagnets placed alongside the saw, one on each side. The position sensor measures deviations from a normal undeflected condition and the control has produced significantly increased lateral stiffness and vibration damping characteristics in laboratory experiments, and it shows every indication of proving applicable to production situations.

METAL WORKING AND FORMING

77-2179

A Stability Analysis of Single-Point Machining with Varying Spindle Speed

J.S. Sexton, R.D. Milne, and B.J. Stone

Dept. of Mech. Engrg., Univ. of Bristol, Queens Bldg., Univ. Walk, Bristol BS8 1TR, UK, Appl. Math. Modeling, 1 (6), pp 310-318 (Sept 1977)

8 figs, 1 table, 8 refs

Key Words: Machine tools, Stability analysis, Chatter

The rate at which metal can be removed by a machine tool is often limited by the onset of an instability commonly

called 'chatter.' It has been suggested that greater widths of cut could be achieved without chatter on a given machine by modulating the spindle speed continuously. A stability analysis is presented which gives, for any mean spindle rotation speed and degree of modulation, the limiting width of cut for chatter-free cutting.

77-2180

Study on Optimum Design of Machine Structures with Respect to Dynamic Characteristics (Approach to Optimum Design of Machine Tool Structures with Respect to Regenerative Chatter)

M. Yoshimura

Faculty of Engrg., Kyoto Univ., Yoshida Sakyo-ku, Kyoto, Japan, Bull. JSME, 20 (145), pp 811-818 (July 1977) 10 figs, 3 tables, 5 refs

Key Words: Machine tools, Chatter

In order to attain dynamically optimum design of machine tools which would have minimum chance of machining chatter, an approach based on energy balances of a mathematical system at the resonance is developed and analyzed theoretically. This method aims that the maximum compliance of the tool-work relative displacement in the direction normal to cut across all frequency ranges. Using the computer simulations of machine tool structures, modal flexibilities are computed, by the magnitude of which the chance of regenerative chatter is judged.

77-2181

Identification and Active Adaptive Control of Chatter in Single-Point Machining Operations (Vol. I and II)

K. Srinivasan

Ph.D. Thesis, Purdue Univ., 883 pp (1976)
UM 77-15,476

Key Words: Machine tools, Chatter

Three areas of relevance to the active control of machine-tool chatter are considered in this thesis: Identification of machining system dynamics; controller design for machining systems; identification and controller adaptation for traverse machining operations.

77-2182

A New Approach to the Analysis of Machine-Tool System Stability under Working Conditions

F.A. Burney, S.M. Pandit, and S.M. Wu

Mech. Engrg. Dept., Univ. of Wisconsin, Madison,

J. Engr. Indus., Trans. ASME, 99 (3), pp 585-590 (Aug 1977) 6 figs, 2 tables, 20 refs

Key Words: Machine tools, Stability, Cutting, Mathematical models

A new stochastic approach is developed in this paper for analyzing the machine-tool system stability under working conditions. Mathematical models are fitted to the relative longitudinal cutter-workpiece displacement data recorded under different cutting conditions during the face-milling operation on a milling machine. The stability of the system is judged from the characteristic roots of these models. The variation in stability is examined versus both the cutting speed and the feed, and good results are obtained. It is shown that not only the dynamic but also the static stability can be ascertained. Furthermore, the stability of subsystems can also be determined. The significance of these results is discussed with special reference to on-line chatter control.

PUMPS, TURBINES, FANS, COMPRESSORS

(Also see No. 2157)

77-2183

Solve Vertical Pump Vibration Problems

R.J. Meyer

Industrial Pump Div., Allis-Chalmers Corp., Cincinnati, OH, Hydrocarbon Processing, 56 (8), pp 145-149 (Aug 1977) 6 figs

Key Words: Pumps, Vibration monitoring

Because of their long, slender structure, vertical pumps can have severe vibration problems. Possible causes of vibration and how to verify these causes by testing are discussed.

RAIL

77-2184

Reduction of Railway Noise with Composite Concrete Rails

J. Halperny

Earth Physics Branch of the Dept. of Energy, Mines and Resources, Ottawa, Ontario, Canada, High-Speed Ground Transp. J., 11 (2), pp 173-175 (Summer 1977) 4 refs

Key Words: Railroad tracks, Noise reduction

Noise due to high speed trains can be greatly reduced by the use of a suitable track structure. A rail with increased stiffness and mass allows the use of much more flexible mountings than are possible with conventional rails. Vibration of the ground and track structure, the most difficult type of sound to handle, is isolated at source. The track will hold a more precise alignment longer, and demands on the foundation are less severe. The technique requires advances in concrete technology, but will make rail systems much quieter.

REACTORS

(Also see No. 2145)

77-2185

Seismic Soil-Structure Interaction Effects at Humboldt Bay Power Plant

J.E. Valera, H.B. Seed, C.F. Tsai, and J. Lysmer
Dames & Moore, San Francisco, CA, ASCE J. Geotech. Engr. Div., 103 (GT10), pp 1143-1161 (1977)
15 figs, 4 tables, 10 refs

Key Words: Nuclear power plants, Earthquake response, Seismic design, Interaction: soil-structure

The results of a study of the distribution of ground motions and structural response in the Humboldt Bay Nuclear Power Plant during the Ferndale earthquake of June 7, 1975 are presented. Based on a knowledge of the motions recorded at the ground surface in the free-field, computations are made to determine the characteristics of the motions likely to develop at the base of the buried reactor caisson at a depth of 85 ft below the ground surface and within the Refueling Building at the ground surface level.

ROAD

(Also see No. 2087)

77-2186

Crash Testing of Experimental Safety Vehicles. Volume II. Renault Basic Research Vehicle

N.J. DeLeys
Calspan Corp., Buffalo, NY, Rept. No. CALSPAN-ZP-5857-V-2-Vol-2, COT-HS-802 380, 185 pp (May 1977)
PB-267 966/0GA

Key Words: Collision research (automotive), Crashworthiness, Test data

Results from two crash tests of the Renault Basic Research Vehicle (BRV) are presented. The tests were a left front oblique impact with a rigid 30-degree angled barrier at a speed of 42.5 MPH, and a 75-degree right side impact of the same BRV by the front of a production Renault R-12 automobile at a speed of 31.3 MPH. The objective of the tests was to evaluate the safety performance of the Renault BRV from the vehicle and dummy occupant responses measured in the crashes.

77-2187

Application of Military Vibration Standards to Public Transport Vehicles

G.F. Capponi
ATM Public Transport of Milan, Italy, J. Environ. Sci., 20 (5), pp 25-28 (Sept/Oct 1977) 7 figs

Key Words: Vibration tests, Buses (vehicles), Standards and codes

The objective was to establish a tentative vibration test specification for the ticket machines used on ATM buses. A vibration simulation criterion is described, developed following MIL-STD-810B and considering acceleration measurements made on ATM buses (Public Transport of Milan).

77-2188

An Investigation of Some Responses of an Out-of-Position Driver in an ACRS-Equipped Oldsmobile during Crash Induced Bag Deployment

D.J. Bliss
Office of Vehicle Systems Res., National Highway Traffic Safety Admin., Washington, D.C., Rept. No. DOT-HS-802 315, 69 pp (May 1977)
PB-267 951/2GA

Key Words: Collision research (automotive), Air bags (safety restraint systems), Test data

A study was conducted to investigate the undesirable side effects of inflating a driver air bag system against a forward positioned occupant. The study was at least suggested by an accident which occurred in February 1976 in Memphis, TN, in which the driver of an ACRS-equipped Oldsmobile died as the car struck a utility pole at a speed below the 30 mph design speed of the system. A series of curb rideover tests and a pole impact test were conducted to consider the general problem of occupants positioned forward against inflating air bags and specifically to note any similarities with the Memphis accident.

77-2189

Crash Testing of Experimental Safety Vehicles. Volume I. British Leyland Marina Safety Research Vehicle

N.J. DeLeys

Calspan Corp., Buffalo, NY, Rept. No. CALSPAN-ZP-5857-V-2-Vol-1, DOT-HS-802 379, 189 pp (May 1977)
PB-267 965/2GA

Key Words: Collision research (automotive), Crashworthiness, Test data

Results from two crash tests of Phase I Marina Safety Research Vehicles (SRV) developed by British Leyland Motor Corp. are presented. The tests were a central head-on collision of a Marina SRV with an AMF experimental safety vehicle at a closing speed of 60 MPH, and a 90-degree side impact of another Marina SRV by a modified production Marina automobile at a speed of 30 MPH. The objective of the tests was to evaluate the safety performance of the Marina SRVs from the vehicle and dummy occupant responses measured in the crashes.

ROTORS

(Also see No. 2118)

77-2190

Finite Element Stability Analysis for Coupled Rotor and Support Systems (Part 3)

K.H. Hohenemser and S.K. Yin

Dept. of Mech. Engrg., Washington Univ., St. Louis, MO, Rept. No. NASA-CR-152024, 47 pp (June 1977)
N77-26079

Key Words: Rotors, Supports, Stability, Finite element technique

The effects of fuselage motions on stability and random response were analytically assessed. The feasibility of adequate perturbation models from non-linear trim conditions was studied by computer and hardware experiments. Rotor wake-blade interactions were assessed by using a 4-bladed rotor model with the capability of progressing and regressing blade pitch excitation (cyclic pitch stirring), by using a 4-bladed rotor model with hub tilt stirring, and by testing rotor models in sinusoidal up to side flow.

77-2191

Effect of Inertia Moment on Critical Speed Calculation of Rotating Shafts (Effetto del Momento Rad-

drizzante sul Calcolo Delle Velocita Critiche di Alberi Rotanti)

B. Atzori

Ist. de Costruzione di Macchine, Bari Univ, Italy, Rept. No. HC A02/MF A01, 12 pp (Oct 16, 1976)
refs
(In Italian)
N77-25544

Key Words: Rotors, Shafts, Critical speed, Inertial forces

The effect of taking into account the lateral inertia in the computation of critical speeds of rotating shafts was analyzed. The power method, Von Borowicz's method, Dunkerley's method, and the matrix displacement and force methods were considered. Some procedures for extending the validity of the examined methods are described after analyzing the mathematical implications due to the presence of negative eigenvalues.

77-2192

The Effect of Nonlinear Internal Damping on the Stability of Simply Loaded Shafts (Zur Stabilität einfach besetzter Wellen mit nichtlinearer innerer Dämpfung)

P. Hagedorn, H. Kühn, and W. Teschner

Institut für Mechanik, Technische Hochschule Darmstadt, Hochschulstrasse 1, D-6100 Darmstadt, Fed. Rep. of Germany, Ing. Arch., 46 (3), pp 203-212 (1977) 3 refs
(In German)

Key Words: Rotors, Internal damping, Stability

The destabilizing effect of linear internal damping on rotating shafts with a single disc is well-known. Internal damping forces can however in general not be well described by linear functions, but may only be produced with some accuracy with nonlinear terms. In this paper, nonlinear internal damping as well as nonlinear restoring forces are considered, the stability of the vertical and of the horizontal shaft are discussed and non-trivial stationary solutions are also examined. The obtained results confirm to a certain extent the behavior of rotating shaft found by Tondl.

77-2193

A Method for Estimating the Condition that a Rotor Can Pass Through Resonance

K. Matsuura

Hitachi Res. Lab., Hitachi, Ltd., Hitaschisi, Japan, Bull. JSME, 20 (145), pp 801-810 (July 1977)
14 figs, 9 refs

Key Words: Rotors, Critical speed

A rotor accelerated across a resonance, which possesses linear properties with a single degree of freedom, excited by an unbalanced rotating mass is considered. It is said that by investigating the non-stationary transitions of motion of a rotor under the critical condition, it can be found whether or not a rotor can pass through resonance or not. It is possible to formulate the condition; and an expression for estimation.

SPACECRAFT

77-2194

Noise Reduction Evaluation of Grids in a Supersonic Air Stream with Application to Space Shuttle

J.M. Seiner, J.C. Manning, P. Nystrom, and S.P. Rao
Langley Res. Ctr., NASA, Langley Station, VA., Rept. No. NASA-TM-X-74034, 36 pp (May 1977) refs N77-25913

Key Words: Spacecraft, Launching, Noise reduction

Near field acoustic measurements were obtained for a model supersonic air jet perturbed by a screen. Noise reduction potential in the vicinity of the space shuttle vehicle during ground launch when the rocket exhaust flow is perturbed by a grid was determined. Both 10 and 12 mesh screens were utilized for this experiment, and each exhibited a noise reduction only at very low frequencies in the near field forward arc.

77-2195

An Evaluation of Reaction Wheel Emitted Vibrations for Space Telescope

Sperry Flight Systems, Phoenix, AZ, Rept. No. NASA-CR-150303; Publ-71-0989-00-00, 108 pp (Mar 1977)
N77-26181

Key Words: Spacecraft components, Vibration measurement

Emitted forces and moments characteristics of the Space Telescope Reaction Wheel Assembly (ST RWA) were measured under room temperature and pressure, thermal extremes, and vibratory conditions. The RWA/Emitted Vibration Measurement Fixture was calibrated statically and dynamically, and background noise was measured with ST RWA not operating. A base line set of forces and moments of the ST RWA along and about three mutually perpendicular axes were recorded at room ambient.

77-2196

Identification of Natural Frequencies and Modal Damping Ratios of Aerospace Structures from Response Data

C.D. Michalopoulos

Dept. of Mech. Engrg., Houston Univ., TX, Rept. No. NASA-CR-151419; TR-NC-1, 36 pp (Nov 1976)
N77-26532

Key Word: Spacecraft, Natural frequencies, Modal damping

An analysis of one and multidegree of freedom systems with classical damping is presented. Definition and minimization of error functions for each system are discussed. Systems with classical and nonclassical normal modes are studied, and results for first order perturbation are given. An alternative method of matching power spectral densities is provided, and numerical results are reviewed.

TURBOMACHINERY

(Also see Nos. 2050, 2060, 2065)

77-2197

Supersonic Transport Noise Reduction Technology Program - Phase II, Volume 2

S.B. Kazin, E.J. Stringas, J.T. Blozy, V.L. Doyle, and R.B. Mishler

Aircraft Engine Group, General Electric Co., Cincinnati, OH, Rept. No. R75AEG362-Vol-2, FAA-SS-73-29-2, 470 pp (Sept 1975)
AD-B010 469/5GA

Key Words: Turbomachinery noise, Noise reduction, Supersonic aircraft

Both compressor and turbine noise were studied in the turbomachinery noise reduction areas. A 3-stage low pressure compressor with variable-flap inlet guide vanes was tested at General Electric's outdoor test site. A hybrid inlet, which employs airflow acceleration suppression in combination with wall acoustic treatment, was investigated as the suppression device for all three noise monitoring point operating conditions. The effect of auxiliary inlets on noise leakage and suppression was studied for takeoff mode. Also, variable inlet guide vane flaps were used to reduce area and generate high passage Mach numbers of another means of compressor noise suppression. Turbine noise was studied using a J85 engine with massive inlet suppressor and open nozzle to unmask the turbine. Second-stage turbine blade/nozzle spacing and exhaust acoustic treatment were investigated as means of turbine noise suppression.

ANNUAL AUTHOR INDEX

- A -

- Abatan, A.O. 1136
 Abbas, B.A.H. 743, 1292
 Abdel-Ghaffer, A.M. . . . 356, 1275
 Abe, T. 1397
 Abia, M.A. 1796
 Abrahamson, A.L. 2038
 Abrahamson, G.R. 38
 Abromavage, J.C. 501
 Adachi, T. 1814
 Adams, G.H. 1546, 1547
 Adams, L. 1024
 Adams, R.D. 106
 Adeli-Rankoochi, H. 655
 Adi Murthy, N.K. 320
 Adubi, F.A. 2137
 Agnon, R. 581, 1003, 1004, 2023
 Agrawal, B.N. 16
 Agrawal, F.N. 626
 Ahlbeck, D.R. 1213
 Ahmad, A. 1060
 Ahmadi, G. 1482, 1538
 Åhrlin, U. 1512
 Aiello, G.F. 1570
 Akers, A. 1454
 Akerström, T. 1952
 Akesson, B.A. 678
 Akizuki, K. 1748
 Akkas, N. 1331
 Aksu, G. 338
 Albertini, C. 196
 Albrecht, D. 1802, 1966
 Albrecht, D.M. 1955
 Alexandridis, A.A. 1873
 Alfredson, R.J. 1687
 Ali, R. 338
 Al-Jumaily, A.M. 2147
 Allaire, P.F. 306, 886, 1307, 1449
 Allen, R.R. 147, 1132, 1166
 Alt, R.E. 1410
 Althof, W. 1600
 Alwar, R.S. 320
 Amba-Rao, C.L. 2109
 Ambati, G. 129
 Amies, G. 1736, 1737, 1738, 1739
 Anagnostopoulos, S.A. . . . 174, 798
 Anand, G.V. 982
 Andersen, C.M. 258
 Anderson, A.L. 949
 Anderson, G.L. 435
 Anderson, G.L. 1445, 1763
 Anderson, J.S. 1319, 1779
 Anderson, M.S. 18
 Anderson, W.D. 1808
 Anderson, W.J. 1447, 1803, 2029
 Ando, Y. 594, 788, 1486
 Andresen, J.A. 1208
 Andrews, G.C. 1133
 Aneja, I.K. 1363
 Angevine, E.N. 1356, 1357
 Angevine, O.L. 1198
 Aoki, I. 438
 Aoyama, H. 644
 Apaydin, T.A. 748
 Apsel, R.J. 802
 Arakawa, T. 1390
 Ardayfio, D. 142, 739, 844
 Ariaratnam, S.T. 1066
 Arima, K. 1390
 Aristizabal-Ochoa, J.D. . . . 1347, 1834
 Armstrong, F.W. 57
 Armstrong, J.H. 584
 Arnold, P. 171, 173
 Arnoldi, R.A. 307
 Arora, J.S. 12, 836, 1044, 1197
 Arulf, C.L. 1844
 Arya, S.C. 1685
 Aryafar, A. 2111
 Ash, J.E. 2047
 Ashe, W.A. 507
 Ashley, H. 555, 745
 Ashley, J.P. 572
 Ashworth, R.P. 935, 1034
 Asnani, N.T. 78
 Atalay, M.B. 983
 Atencio, A., Jr. 1994
 Atzori, B. 2067, 2191
 Augustitus, J.A. 2030
 Aurich, H. 1161
 Au-Yang, M.K. 327, 1214
 Ayers, W.D. 508
 Ayres, D.J. 281
 Azad, E. 769
 Azar, R.C. 2122
 Azzoni, A. 426

- B -

- Baade, P.K. 1509
 Babu, P.V.T. 1266
 Bachschmid, N. 1692
 Backaitis, S. 1366
 Backmann, J.N. 793
 Badgley, R.H. 222, 224, 409
 Badlani, M.L. 1406
 Baghdadi, A.H.A. 2080
 Bai, K.J. 279
 Baig, M.I. 329
 Bailey, J.R. 182, 183, 184
 1531, 1891
 Bainum, P.M. 1956
 Baird, B. 228
 Baker, W.E. 470, 496, 1827, 1921
 Balaam, E. 1588
 Balachandra, M.B. 1597
 Balachandran, C.G. 860
 Baladi, G.Y. 1569
 Baldwin, J.L. 636
 Balke, R.W. 809
 Ballagh, K.O. 860
 Balmford, D.E.H. 1365
 Balombin, J.R. 1862
 Banerjee, D. 2175
 Banks, D.O. 1294
 Bannister, R.H. 305
 Baratonio, J. 1233
 Barber, R.B. 136
 Barcion, V. 516
 Bareket, M. 1260
 Barger, J.E. 23
 Barker, L.K. 1242
 Barnard, B.W. 1376
 Baron, M.L. 1471, 1828

Barone, M.R.	1985	Bennett, J.A.	2027, 2033	Black, H.F.	411
Barr, A.D.S.	1034	Bennett, R.M.	1728	Blackstock, D.T.	345, 681, 682
Barr, G.W.	472	Bennett, R.O.	1369	Blakney, D.F.	547
Barrett, D.K.	620	Benson, P.R.	780	Blanc, R.H.	711
Barrett, J.R.	639	Benson, R.D.	2172	Blanck, M.W.	1733
Barrett, L.E.	306, 886, 1307, 1454	Bently, D.E.	1087	Blanks, H.S.	889
Barschdorff, D.	1277, 1940	Berendt, R.D.	665	Bleich, H.H.	966, 1828
Bartel, H.D.	856	Berge, B.	299	Blevins, R.D.	20, 942
Bartenwerfer, M.	581, 1003, 2023	Berger, B.S.	775	Bliss, D.B.	548
Bartesch, H.	1433	Berger, E.	2097	Bliss, D.J.	2188
Bartlett, J.C.	638	Bergman, L.A.	479	Blotter, P.T.	136, 1756
Barton, C.K.	1491	Berkof, R.S.	1894	Blouin, S.E.	494
Barton, J.R.	1772	Berman, A.	1879	Blozy, J.T.	2163, 2197
Basas, J.E.	1888	Berman, C.H.	549	Blumenfeld, D.E.	1912
Basavanahally, N.	2139	Bernard, J.E.	1477	Boatright, K.E.	653
Bass, H.E.	1943	Bernard, J.P.	815	Boch, D.C.	1080
Bastow, D.	1506	Bernard, M.C.	790	Bodley, C.S.	226
Bastow, P.	417	Bernhagen, J.R.	368	Bogdanoff, J.L.	1033, 2079
Basu, P.K.	1829	Berry, J.C.	837	Bohm, G.J.	1215
Bates, C.L.	321, 946	Berry, V.L.	1503, 1553	Böhm, R.	2070
Bathe, K.J.	379	Bert, C.W.	766, 1145, 1334	Bohn, M.S.	202, 1674
Bauer, A.B.	933, 1914	Bertero, V.V.	1102, 2008	Bojadziev, G.N.	650
Bauerhop, H.	1601	Bertrand, J.C.	873	Boland, J.S., III.	362
Bauernfeind, V.	1383	Beskos, D.E.	693	Boland, P.	622
Baum, J.H.	2033	Bessey, R.L.	533	Bolding, R.	1840
Baumeister, K.J.	101	Betz, E.	1572	Bolds, P.G.	620
Baxa, D.E.	1591	Beysens, A.	616	Bolen, L.N.	1943
Bayazitoglu, Y.O.	1395	Bezler, P.	322	Bonderson, L.S.	1725
Baylac, G.	93, 94	Bhat, B.R.	1146	Booth, E.T.	182, 1531
Beards, C.F.	2089	Bhat, S.T.	1141	Borza, D.	1976
Becker, J.M.	765, 1369	Bielak, J.	701	Botman, M.	104
Becker, R.J.	344	Bielawa, R.L.	869	Bouts, D.	1443
Beckett, R.E.	2127	Bieniek, M.P.	1430, 1471	Bowes, M.A.	1855, 1879
Beemer, R.L.	501	Biereichel, H.	1931	Bowles, J.V.	1496
Beer, R.	541	Bies, D.A.	66, 1590, 1599, 1623, 1691, 1799, 1950	Bowman, H.F.	583
Beercheck, R.C.	714	Biggs, J.M.	173, 174, 175, 765, 798, 982	Boxwell, D.A.	27, 361
Beeston, H.E.	1267	Bigret, R.	308	Boyce, W.	1221
Bekofske, K.L.	833	Billaud, J.F.	455	Boyd, D.E.	1644
Belek, H.T.	1309	Billingsley, J.	722	Brach, R.M.	1245, 1289
Beliveau, J.G.	980, 1676	Bily, M.	890	Bradshaw, J.C., III.	1551
Bell, J.	732	Birchak, J.R.	1424	Braess, H.H.	834
Bell, J.F.W.	129	Bisconti, N.	383	Bragg, E.E.	288
Belofske, K.L.	1863	Bishop, D.E.	659, 793	Braha, J.	52
Belytschko, T.B.	197, 587, 856, 1126	Bishop, R.E.D.	225, 420, 1291, 2090	Bramwell, A.R.S.	567
Bender, E.K.	1667	Bismarck-Nasr, M.N.	771	Brandt, D.E.	1784
Benham, R.A.	637	Bjorheden, O.	1715	Brandt, K.	1037
Benitou, J.J.	2140	Björkman, M.	1512, 1746	Braun, S.	1774
Bennekens, B.	1498	Bjorno, L.	735	Brausch, J.F.	2158
Bennett, B.E.	232			Breinl, W.	1380
Bennett, D.G.	1568			Breitbach, E.	1413, 1414
				Bremer, H.	633

Bremer, R.C., Jr.	820	Bush, A.R.	1969	Cassanto, J.M.	1720
Bresler, B.	2008	Bush, H.G.	1625	Cassaro, M.A.	518
Brien, M.J.	719	Bushnell, D.	1906	Castle, C.B.	1189
Bright, K.	597	Buth, E.	1023	Celep, Z.	779, 2138
Brignac, W.J.	1787	Button, J.W.	1023	Cecil, D.J.	671, 672
Brito, J.D.	877	Butzel, L.M.	671, 791	Cermak, J.E.	800
Britt, J.R.	699	Buxbaum, O.	2007	Chace, M.A.	1257, 1395, 2068, 2069
Broadbent, E.G.	1997	Bycroft, G.N.	1747, 2011	Chadwick, P.	49
Brommundt, E.	427, 2050	Byers, J.F.	1576	Challis, L.A.	1624, 1702
Broner, N.	1687	Byrne, K.P.	1697, 2161	Chalupnik, J.D.	1440
Bronowicki, A.	375, 675, 676, 677	Byrne, R.	1208	Chamis, C.C.	1329, 1810
Brooke, R.N.	31			Champomier, F.P.	711
Brooks, J.J.	482			Chander, S.	1022
Brown, B.E.	459			Chandiramani, K.L.	1973
Brown, D.	879			Chandra, J.	2144
Brown, D.	1007			Chandra, R.	112
Brown, D.L.	1372, 2100			Chandran, K.B.	128, 363
Brown, F.T.	854			Chandrasekhar, P.	1607
Brown, G.L.	1705			Chang, C.J.	853, 1428
Brown, J.M.	755			Chang, D.C.	2028
Brown, P.J.	1082			Chang, E.H.	2025
Brown, R.E.	447			Chang, N.	1
Brown, S.M.	1425			Chang, Y.M.	956
Brown, T.J.	25			Chang, Y.R.	531
Browne, R.C.	1581			Chapakis, R.L.	933
Brueck, D.M.	2177			Chapman, P.C.	848
Bruel, P.V.	1689			Chappell, M.S.	717
Brugh, R.L.	1644			Charity, I.A.	1564, 1641
Brussalis, W.G.	829			Charoenree, S.	79
Bryan, M.E.	835			Chatopadhyay, S.	113
Bryden, J.E.	1684			Chaudhuri, S.K.	1845, 2110
Bukoveccky, J.	890			Chavez, H.R.	1349
Bull, H.L.	715			Chea, W.	1176
Bull, M.K.	1640			Cheilas, N.	1222
Bullard, O.J.	402			Chelapati, C.V.	1614
Bultzo, C.	892			Chen, C.K.	168, 799, 1917
Bundorf, R.T.	601			Chen, E.P.	1073
Buono, D.F.	219, 1206			Chen, F.	2052
Burcham, F.W., Jr.	1999			Chen, F.C.	125
Burchill, R.F.	899			Chen, F.Y.	531, 1055, 2129, 2130
Burdess, J.S.	284			Chen, H.	1409
Burmeister, L.	181			Chen, J.C.	456
Burney, F.A.	185, 2182			Chen, L.H.	1420, 1421, 1895, 1899
Burns, C.D.	359			Chen, P.J.	265
Burns, E.M.	26			Chen, R.P.	790
Burrin, R.H.	1167, 1168			Chen, S.-S.	532, 941, 1313, 1813, 1965, 1982
Burroughs, C.B.	2146			Chen, T.L.C.	1334
Burrows, C.R.	947, 1970			Chen, Y.H.	576
Burton, R.T.	1534				
Burton, T.E.	20				
Burwell, G.R.	509				

Chen, Y.N.	93, 94, 1158	Collins, H.D.	738	- D -	
Cheng, F.Y.	1359	Collyer, M.R.	558		
Cheng, S.	747	Confer, V.J.	252	Dahl, P.R.	692
Cheng, W.H.	1099, 1238	Connolly, W.H.	1214	Dalal, J.S.	1766
Cheng, Y.F.	1760	Connor, J.G., Jr.	1502	Danckert, H.	394
Cherchas, D.B.	1602	Cooper, W.D.	1891	Daniel, B.R.	227
Cherng, J.G.	544	Cooperrider, N.K.	1209	Daniel, W.J.T.	1721
Chestnutt, D.	1461	Coppendale, J.	106	Danisch, R.	824
Cheung, Y.K.	1346	Corley, D.M.	840	Darden, C.M.	1495
Chi, C.C.	1381	Corliss, E.L.R.	665	Das, A.	624
Chi, F.H.	150	Cornell, R.W.	522	Das, Y.C.	1272
Chia, C.Y.	1820	Cornillon, C.	1061	Dasa, N.	646
Chiang, T.	224	Corotis, R.B.	1752	Dasgupta, G.	1276
Chiapetta, R.L.	856	Corr, R.B.	649	Da Silva, M.R.M.C.	1710
Chien, C.F.	241	Corradi, L.	8	Dat, R.	730, 806
Childs, D.	1451	Costantino, C.J.	703	Datta, P.K.	764
Childs, D.W.	218	Costello, G.A.	1304, 1344	Datta, S.	120
Chisholm, R.	712	Couchman, J.	732	Davern, W.A.	1481
Chon, C.-S.	2096	Coull, A.	1103	Davidson, J.K.	1529
Chonan, S.	81, 83, 777	Courtine, D.	710	Davidson, J.W.	2048
Chopra, A.K.	702, 796, 1677, 1678	Cowan, S.J.	549	Davies, H.G.	878
Chopra, P.S.	589	Cox, P.A.	496	Davies, J.M.	1950
Chorkey, W.J.	1348	Cox, W.	1776	Davies, P.B.	920
Chou, C.C.	851	Cozzarelli, F.A.	710	Davies, W.G.R.	445
Chou, P.C.	95, 297, 1604, 1809	Craggs, A.	451	Davis, P.J.	377
Chretien, J.P.	615	Craig, A.	50	Davis, P.K.	885
Christian, J.T.	492	Craig, R.R., Jr.	853, 1428	Davis, W.S.	524
Christiansen, H.N.	459	Crampton, F.J.P.	445	Davy, B.A.	843
Christiansen, V.T.	1756	Crandall, S.H.	1187	Dawson, B.	896
Christmann, C.	2015	Crews, S.T.	2118	Day, F.D.	848
Chrostowski, J.D.	1180	Crocker, M.J.	969	De, S.	483
Chu, K.H.	357	Croemer, J.C.	641	Dean, D.	1167
Chu, S.C.	2127	Cronkhite, J.D.	1503, 1553, 1555	Dean, P.D.	526, 1122
Chun, K.S.	549	Croome, D.J.	817	DeCapua, N.J.	466
Chung, H.	1813, 2145	Crossley, F.R.E.	2122	Degen, P.	195
Chung, J.Y.	1386	Crouch, R.W.	2003	Degener, M.	1412
Chung, T.J.	325	Crowe, C.T.	891	De Hoog, F.R.	235
Clamen, M.	2131	Culver, C.	1681	DeJong, R.	144
Clapis, A.	426	Cummings, A.	758, 1318	Delaney, M.E.	464
Clark, N.H.	1596	Cunniff, P.F.	996	DeLeys, N.J.	1019, 1020, 1388, 1389, 2186, 2189
Clark, R.N.	1225	Cunningham, H.J.	1134, 1554	Della Pietra, L.	1474
Clarke, J.D.	337	Cunningham, J.	1614	Deloach, R.	167, 564
Clevenson, S.A.	1190	Cunningham, R.E.	90, 922	Deiph, T.J.	273
Cochery, P.	481	Cunmy, R.W.	523	DelValle, R.J.	1892
Cockerham, G.	1047	Curtiss, H.C., Jr.	559, 973	Demchak, L.	1029
Cohen, H.	1303	Cusano, C.	887	Dempsey, T.K.	1190
Cohen, M.J.	11	Cushing, W.M.	26	Dennett, R.H.	613
Cohen, R.	190	Czarnecki, R.M.	168, 799	Derby, T.F.	573, 1058
Cole, E.	1754			DesForges, D.T.	1876
Collacott, R.A.	49, 999			De Silva, C.W.	85

Desjardins, R.A.	804	Dowson, D.	924, 925	Eisley, J.G.	77
Desmarais, R.N.	1728	Doyle, G.R.	1212	El Baradie, M.A.	186
Devers, D.A.	226	Doyle, V.L.	2163, 2197	Elishakoff, I.	1142
DeVries, M.F.	810	Dragsten, P.R.	65	Ellen, C.H.	1764
Diana, G.	1621	Drakatos, P.A.	489, 490	Ellingson, E.F.	367
Dib, G.M.	334	Drake, J.L.	699	Elliott, J.L.	2126
DiBlasi, A.	791	Drane, D.A.	1671	Ellis, J.R.	1478, 1526
Dickerson, J.	1048	Dransfield, P.	1376, 1700, 1701	Ellis, R.	2024
Diehl, G.M.	1092	Drechsler, J.	410	Ellis, R.W.	2178
Diercks, A.D.	1941	Drenick, R.F.	1860	Ellyin, F.	1607
Dieterich, D.A.	2034	Drewyer, R.P.	1685	Elmasri, M.Z.	132
Dietman, H.	1578	Dubey, R.K.	330	Elson, J.P.	190
Dietrich, R.	436	Dubowsky, S.	1131, 1132	Emerson, P.D.	182, 184, 1531, 1891
DiGiorgio, A.	63	Dufort, R.H.	365	Emery, A.F.	122
Dilger, W.	132	Duggin, B.W.	506	Emery, B.	1780
DiMaggio, F.L.	1828	Dugundji, J.	984	Emmerling, J.J.	833, 1385
DiMasi, F.P.	867, 868	Duke, K.	1701	Endo, M.	865, 866
Dimmick, B.W.	1363	Dukes, R.E.	1202	Engblom, J.J.	695
Dini, D.	63, 382	Dumanoglu, A.A.	645	Engel, P.A.	1571
Dissen, H.	199	Dunens, E.K.	1887	Engels, R.C.	1065
Dittmar, J.H.	1002, 2021	Dunet, G.	721	Enserink, E.	1366
Dittrich, W.	155	Dung, L.	517	Eriksson, L.J.	390
Djiauw, L.K.	1927	Dungar, R.	1983	Ernsberger, K.	632
Dobbs, N.	2066	Dunn, D.G.	671, 672, 791	Erskine, J.B.	404
Dobbs, S.K.	1844	Dunn, W.H.	1903	Ertepinar, A.	2143
Dobrzynski, W.M.	2002	DuPont, J.F.	1384	Ervin, R.D.	1219, 1220, 1477
Dodd, V.R.	900	Durelli, A.J.	906, 909	Esche, D.	818
Dodds, C.J.	453	Durham, D.J.	668	Eshel, R.	977
Doggett, R.V., Jr.	554, 1499	Durocher, L.L.	111	Esparza, E.D.	470, 1921
	1554, 1793	Dusel, J.P.	1223	Essary, J.D.	1442, 1942
Dokumaci, E.	1880	Dykstra, R.A.	1591	Etsion, I.	2115
Doll, W.	282	Dym, C.L.	166, 709, 1688	Evans, K.E.	684
Doll, R.W.	519	Dzygadło, Z.	151, 1150, 2020	Evans, K.W.	1462
Dolumaci, E.	1606			Evensen, D.A.	737
Doman, G.S.	1686			Evensen, H.A.	1662
Donato, R.J.	34			Everett, W.D.	498
Done, G.T.S.	976, 1188			Eversman, W.	98
Donea, J.	138			Eversole, K.B.	1243
Donovan, N.C.	1853			Everstine, G.C.	1557
Doolan, P.	185, 188			Ewing, D.K.	1938
Dooley, L.W.	1310			Ewins, D.J.	310
Dorien-Brown, B.	1722				
Dostal, M.	1288				
Dougan, A.C.	1427				
Dougherty, M.R.	1680				
Doughty, S.	1039, 1226				
Douglas, B.E.	495				
Dowell, E.H.	107, 875, 1293				
	1832				
Downham, E.	406				
Downs, B.	744				

Falco, M.	1621	Foley, W.M.	59	Fujiwara, N.	997, 1192
Fandrich, R.T., Jr.	514	Föller, D.	1663	Fujiwara, Y.	1396
Farassat, F.	25, 1995	Fong, A.	1269	Fukano, T.	1203, 1204
Farrell, J.J.	642	Fong, S.K.L.	1101	Fukuda, H.	37
Farshad, M.	1963	Foppe, G.F.	1786	Fukuoka, H.	47, 272
Faulkner, L.L.	927	Ford, C.A.	2039	Funaro, J.	1471
Faulkner, M.G.	1611	Ford, M.B.	264	Funk, P.E.	887
Fawcett, J.N.	1465	Foreman, D.A.	556	Furman, J.E., Jr.	1225
Fawzy, I.	420, 1271	Fornallaz, P.	1284	Furrer, H.	195
Feaster, L.	991	Forrai, L.	421		
Feger, D.	1269	Fortescue, P.W.	1610		
Fehl, C.	1720	Forzono, C.J.	1868		
Feiler, C.E.	1461	Foss, R.N.	543		
Feix, M.	667	Foster, J.E.	1165	Gabri, B.S.	1934
Felske, A.	1281	Foughner, J.T., Jr.	1791	Gade, R.H.	2168
Felton, L.P.	2048	Foutch, D.A.	1358	Gaffey, T.M.	809
Feng, T.T.	12, 1044	Fowler, J.R.	1876	Gaffney, J.	1466
Feng, W.W.	937	Fox, E.N.	918	Galaitis, A.G.	441
Ferer, K.M.	930	Fox, G.L.	530	Gale, J.G.	300
Ferrante, J.G.	629	Fox, R.L.	603	Galka, A.	1326
Ferrante, M.	634	FraeijsdeVeubeke, B.	627	Galloway, W.J.	659, 660, 2000
Ferre, M.	1783	Fralich, R.W.	1228	Gamon, M.A.	1172
Ferritto, J.M.	471	Francois, P.	2108	Gangwani, S.T.	807
Fertis, D.G.	1457	Frank, R.A.	173, 174, 765	Gaonkar, G.H.	992, 1709
Fields, J.M.	1517	Franke, M.E.	943	Garba, J.A.	456
Filetti, E.G.	2101	Franz, L.	1161	Gardner, T.N.	1131
Filipich, C.	1651	Franzmeyer, F.K.	161	Garg, S.C.	1717
Filippov, A.P.	1446	Frarey, J.L.	73, 899	Garg, V.K.	2025
Filler, L.	791	Fraser, R.	1089	Gargiulo, E.P., Jr.	1108
Finch, R.D.	1436	Fraser, W.H.	1969	Gariboldi, R.	426
Findlay, A.	1938	Freeman, C.E.	2164	Garner, H.C.	1669
Fink, M.R.	1992	Freeman, D.	511	Garrelick, J.M.	1343
Finkelstein, W.	1378	Freeman, S.A.	799, 1833	Garrett, R.M.	2078
Finley, T.D.	564	Frei, O.	2035	Garrison, D.W.	1755
Fiore, N.F.	69	Fresa, F.	2067	Gasch, R.	431
Firth, D.	2062	Fricke, F.R.	1487	Gasparetto, M.	1621
Fisher, M.J.	1262	Fricke, J.	1620	Gasparini, D.	172
Fisher, W.E.	1679	Friedmann, P.	378, 1114, 1730, 1959, 2173	Gast, Th.	1443
Fistedis, S.H.	591	Friedrich, R.	1277	Gates, N.C.	2082
Fitremann, J.	56	Frith, R.H.	1613	Gatley, W.S.	1893
Fitzpatrick, J.A.	2134	Frtiz, J.T.D.	870	Gatto, M.	1302
Flanagan, P.F.	670, 1561	Frohrib, D.A.	844	Gaub, F.	1224
Flanders, D.C.	390	Frohrib, F.A.	201	Gaukroger, D.R.	1670, 1704
Flandro, G.A.	1124	Frölich, P.	1549	Gaunaurd, G.	1915
Fleeter, S.	1113	Froseth, S.E.	1063	Gauvin, R.	2123
Fleming, D.P.	90, 222, 922	Frutschi, H.U.	1384	Gayed, Y.K.	2080
Fletcher, N.H.	257	Fuehrer, R.R.	1626	Gazetas, G.	171, 173, 686
Fleury, W.M.	484	Fujimoto, Y.	386	Gebben, V.D.	1735
Flis, W.J.	297, 1604	Fujimura, Y.	1800	Gehrig, J.	1284
Flower, J.O.	384, 385	Fujiwara, K.	1486	Geissler, H.	2031
Flower, J.W.	1314			Gelman, A.P.	2148

- G -

Gelos, R.	1444	Greene, B.	1738, 1739	Hadden, W.J., Jr.	970
Genin, J.	859	Greene, J.E.	1387	Hadjian, A.H.	705, 708
George, P.J.	1340	Gregorian, V.	1373	Hagan, T.N.	1567
Gersbach, V.S.	1367	Gregory, R.A.	554, 2167	Hagedorn, P.	2192
Gersch, W.	657, 1750	Greif, R.	36, 341	Hahn, E.J.	1616
Getline, G.L.	561	Greiner, H.	2124	Haidl, G.	2162
Ghali, A.	132	Greitzer, E.M.	1459	Hain, K.	1550
Ghazzaly, O.I.	80	Griffin, M.J.	569, 570, 995, 1345, 1504	Haines, D.W.	1
Giardino, D.A.	504	Griffin, O.M.	901	Haisler, W.E.	852
Gibbons, R.T.	1574, 1698	Grinev, V.B.	1446	Hale, A.L.	178, 1038
Gibbs, A.	511	Groh, A.R.	1835	Hall, F.L.	1745
Gibbs, B.M.	782	Grooms, D.W.	1548, 1905	Hall, J.R., Jr.	590, 704
Gibs, J.	794	Grootenhuis, P.	1519	Hall, M.	234
Gibson, J.S.	547	Gross, H.	1627	Hall, W.E., Jr.	1732
Gibson, R.F.	1074, 1075, 2107	Grossman, D.T.	1786	Halleux, J.P.	138
Giers, A.	413	Grover, G.K.	2141	Halliwell, D.G.	309
Gikadi, T.	581, 2023	Gruenewald, B.	154	Hallman, P.J.	1664
Gilbert, D.	1263	Gubser, J.L.	621	Hallquist, J.O.	937
Gilford, C.L.S.	782	Gudat, H.	1939	Halpenny, J.	2184
Giuliani, S.	138	Guedes Soares, C.A.P.	915	Hamada, H.S.	1101
Glaser, F.W.	220	Guendelman-Israel, R.	2170	Hamati, R.E.	2169
Glasgow, D.A.	422	Guenther, D.A.	927	Hamel, P.G.	152
Glegg, S.A.L.	1262	Gunter, E.J.	306, 886, 1307, 1449, 1454	Hamilton, C.W.	708
Glenn, A.J.	447	Gunzburger, M.D.	19, 239, 465	Hamilton, W.S.	1170
Glick, J.M.	1496	Gupta, A.K.	749, 1311	Hamma, G.A.	502, 725
Goedel, H.	2071	Gupta, B.P.	931	Hammond, C.E.	1730, 1793
Goldberg, J.	2135	Gupta, K.K.	429, 612, 679	Hannebrink, D.N.	1211
Goldelius, R.	720	Gupta, N.K.	1732	Hannibal, A.J.	479, 529, 656, 857
Goldman, H.I.	568	Gupta, P.K.	1448	Hansen, C.H.	66, 1590
Goldsmith, W.	979, 1642	Gupta, R.K.	1477	Hansen, R.J.	919
Golinski, J.A.	1191	Gusakov, I.	605	Happe, A.	1281
Gomperts, M.C.	1342	Gustafson, W.C.	574	Hara, F.	1467
Gongloff, H.R.	631	Guthrie, K.M.	44, 685	Harari, A.	127
Gordon, H.S.	1872	Gutierrez, J.A.	702	Harcrow, H.	1029
Gordon, P.	1609	Gutierrez, R.	539	Hardin, J.C.	550, 1492
Gordon, P.F.	1923	Gutowski, T.G.	709	Hardy, A.E.J.	1514
Gorman, D.J.	957, 1153, 1977	Guy, T.B.	1660	Harker, R.G.	894, 2103
Gorman, G.F., III	1832	Guzman, R.A.	596	Harland, D.G.	464
Gorshkov, A.G.	1143			Harmon, R.P.	902
Gosele, K.	787			Harold, P.F.	2019
Gottlieb, G.	1069			Harper, C.R.	1440
Gould, P.L.	1139, 1829			Harper-Bourne, M.	1262
Goyder, H.G.D.	2017			Harris, J.D.	371
Grab, H.	1374			Harrison, H.D.	1213
Grabec, I.	1200			Hart, E.D.	1186
Grabowski, B.	251			Hart, F.D.	183, 789
Grabowski, S.E.	582			Hart, G.C.	375, 609, 2048
Graham, S.L.	401			Hartmann, P.W.	2025
Grashof, M.	876			Hartz, B.J.	1225
Gray, D.C.	1247			Hashin, Z.	283, 1768
Greathead, S.H.	417			Haslinger, K.H.	2135

- H -

Hassab, J.C.	233	Hibner, D.H.	219, 1206	Holzweissig, F.	1907, 2015
Hassan, Y.E.	1608	Hickling, R.	213	Homans, B.L.	32
Hasselman, T.K.	275, 375, 609, 675, 676, 677, 1180	Hidaka, T.	103, 1127	Hood, R.A.	464
Hassig, H.J.	855	Higgins, D.S.J.	1195	Hooker, R.J.	1573, 1613, 1661, 1721
Hastings, E.C., Jr.	24	Higgins, T.H.	643	Hooper, W.E.	804
Haug, E.J., Jr.	12, 1044, 1197	Hilber, H.M.	249, 1417, 1882, 2046	Horlock, J.H.	1459
Häusler, N.	1630	Hiller, W.J.	1319	Horvath, M.	207
Haviland, R.W.	175, 982	Hilliard, J.K.	1984	Hosp, E.	2016
Havron, M.D.	2087	Hillquist, R.K.	662	Hou, S.	194
Hawks, R.J.	377	Hino, M.	280	Houbolt, J.C.	1795
Hawthorne, K.L.	2025	Hinton, E.	780	Houghton, J.R.	256, 1081
Hay, J.H.	792	Hirai, H.	1775	Hovanesian, J.D.	906, 909
Hayashi, T.	1800	Hirano, Y.	117, 1070, 1801, 2112	Howard, G.E.	827
Hayden, R.E.	548	Hirao, M.	1886	Howe, M.S.	1816
Hayduk, R.J.	1149	Hirji, F.K.I.	880	Howell, J.F.	1324
Hayek, S.I.	1650, 1909, 2074	Hirschwehr, E.	871	Howell, L.J.	2030
Hayes, M.	689	Hitchings, D.	2121	Howells, R.W.	1556
Hazell, A.F.	1997	Hizume, A.	71	Hribar, A.E.	1064
Hazell, C.R.	1151	Ho, C.H.	77	Hsiao, M.H.	654, 836, 1197
Healy, M.J.	192	Ho, L.T.	1962	Hsu, C.S.	1099, 1238
Heard, W.L.	18	Hobbs, A.E.W.	1106	Hsu, S.T.	110
Heckel, K.	1657	Hobbs, G.K.	482, 1790	Huag, E.J., Jr.	836
Heckl, M.	1563	Hoberock, L.L.	1857	Huang, C.C.	84, 772, 1605
Hedrick, J.K.	1211	Hodder, B.K.	1377	Huang, T.C.	84, 125, 624
Heebink, T.B.	133	Hodges, D.H.	92, 1293	Hubbard, H.H.	863
Hegdahl, T.	266, 267, 268, 269, 270	Hodgetts, D.	414	Hübner, G.	1093
Hegemier, G.A.	1104	Hodgson, D.C.	187	Hud, G.C.	255
Heggie, R.S.	1584	Hodgson, T.H.	1199	Hudachek, R.J.	900
Heidebrecht, A.C.	1157	Hoelscher, H.	158	Hughes, A.D.	976
Heinig, K.	162	Hoffman, J.A.	1579	Hughes, P.C.	1718
Heller, H.H.	2002	Hoffmann, D.	46, 1006	Hughes, T.J.R.	6, 249, 450, 1882
Heller, R.A.	783	Hoffmann, G.	2006	Hugus, G.D.	286
Hemmings, R.C.	304	Hoffmann, R.	153	Hull, M.L.	647
Henderson, H.R.	1836	Hogan, B.J.	985	Hull, R.	1209
Henderson, R.E.	1459	Hohenemser, K.H.	2118, 2175, 2190	Hullender, D.A.	401, 1013
Henghold, W.M.	88	Hoitsma, K.L.	2042	Humar, J.L.	1179
Hennessy, K.W.	18	Hokanson, J.C.	475	Hundal, M.S.	343, 1162, 1163
Henry, T.A.	405	Holdsworth, T.M.	729	Hung, Y.Y.	906, 909
Hensle, W.	1277, 1940	Holliday, B.G.	167, 564	Hunter, D.	2093
Herbert, R.G.	2128	Hollin, K.A.	1259	Hunter, T.O.	472
Hermayer, J.	1175	Hollingsworth, L.W.	921	Huntley, I.	1274
Hernalsteen, P.	381	Holmer, C.I.	1094	Hure, D.	768
Herrmann, G.	232, 273, 1327	Holmes, H.K.	167, 564	Hurley, S.R.	1788
Hersh, A.S.	1317	Holmes, P.J.	1418, 2133	Huseyin, K.	432
Hershey, R.L.	643, 2154	Holmes, R.	1288	Hussaini, M.Y.	2109
Hessler, G.F.	1837	Holsapple, D.E.	1785	Huston, R.L.	754, 978
Hetman, M.G.	466	Holton, R.F.	1463	Hutchinson, J.R.	2140
Heusmann, H.	632	Holtz, M.	1967	Hutton, G.B.	1671
Heymann, R.W.	515	Holzer, S.M.	1551, 1740	Hutton, S.G.	1346
				Huttsell, L.J.	1785

Hwang, Y.F. 2039
Hwong, S.T. 80

- I -

Ibanez, P. 726, 827
Ibrahim, R.A. 43
Ibrahim, S.R. 454
Ichikawa, A. 1805
Ikui, T. 1285
Ilie, L. 801
Illingworth, R. 1106
Imaizumi, T. 1401
Imes, R.S. 2167
Inasaki, I. 1508
Infante, E.F. 751
Ingenito, F. 45
Ingram, J.N. 1095
Isaacson, D. 3
Ishibashi, I. 493
Ishida, K. 1523
Ishida, Y. 1712
Ishihara, A. 1456
Ishioka, K. 1127
Issler, I. 1578
Ito, A. 1473
Ivey, E.S. 260, 2156
Iwan, W.D. 339, 1727
Iwashige, H. 1759
Iwata, Y. 1164
Iwatsubo, T. 408

- J -

Jackson, C. 423
Jackson, J.D. 1602
Jacobs, L.D. 791
Jacquot, R.G. 245, 968, 1165
Jaffe, L.D. 2043
Jakel, S. 1224
James, D.W. 1780
James, P.K. 1956
Janardan, B.A. 227
Jeanmonod, R. 1384
Jeffery, R.W. 1997
Jemielewski, J. 195
Jendrzeczyk, J.A. 2145
Jennings, A. 649
Jennings, P.C. 596

Jennings, W.P. 1794
Jensen, F.R. 630, 1719
Jensen, J.J. 1422, 1423, 1896, 1898
Jensen, J.W. 1488
Jensen, P.S. 14
Jenssen, A. 266, 267, 268, 269, 270
Jha, S.K. 215, 1222
Jido, J. 41
Jobsis, A.C. 1853
Jogi, P.N. 40
Johannes, J.D. 1193, 1194
Johnson, A.F. 294
Johnson, C.M. 1032
Johnson, D.A. 1411
Johnson, E. 1333
Johnson, E.H. 745
Johnson, G.E. 1484
Johnson, G.R. 250
Johnson, H.W. 830
Johnson, M.K. 1787
Johnson, W. 993, 1668, 2117
Johnsson, C.A. 1715
Johnston, G.W. 717
Johnstone, N.J. 1464
Jones, A.D. 1705
Jones, C.T. 513
Jones, D.S. 683
Jones, M.H. 1259
Jones, N. 130, 847, 915, 916, 1954
Jones, P.E. 1489
Jones, P.J. 485
Jones, R. 808, 1154
Jones, R.E. 134
Jones, R.S. 100
Jones, W.N. 609, 621
Jordan, F.D. 1306
Joyner, R.G. 602
Judd, S.H. 1699
Jung, J.P. 615
Jungclaus, D. 1382
Junghans, R. 347
Jungowski, M.W. 1319

- K -

Kabir, A.F. 1639
Kacena, W.J. 485
Kadikar, A. 1024
Kadlec, J. 586

Kaestle, H.J. 825
Kaiser, J.E. 2119
Kajimura, Y. 822
Kajland, A. 212
Kalinowski, A.J. 576, 1559
Kaliski, S. 277
Kamal, M.M. 2030
Kamat, M.P. 952, 1100
Kamel, H.A. 1741
Kamil, H. 263
Kamperman, G.W. 903
Kan, C.L. 796, 1178, 1677, 1678
Kana, D.D. 1878
Kangasabay, S. 1543
Kantarachos, A. 1536
Kane, T.R. 1404
Kanematsu, H. 881, 1196
Kanetaka, S. 1523
Kannel, J.W. 1282
Kaper, B. 243
Kaplan, B.Z. 2105
Kapur, A.D. 912
Karassik, I.J. 1969
Karchmer, A. 1842
Karle, A.P. 1349
Karnopp, D. 147
Kasemset, C. 1346
Kassimali, A. 763, 1125
Kato, K. 788
Katsikadelis, J.T. 742
Katz, H. 1786
Kaufman, L. 1924
Kaul, M.K. 1415
Kaul, R.K. 273
Kausel, E. 492, 1852
Kawaguchi, O. 594
Kawakami, N. 1407
Kawakatsu, T. 822
Kawatani, M. 795
Kayser, K.W. 1033, 2079
Kazin, S.B. 145, 1385, 2163, 2197
Keane, A. 1061
Keegan, W.B. 631
Keinholz, D.A. 1405
Keire, H. 716
Keith, R.H. 1355
Kellenberger, W. 718
Keller, A.C. 1589, 1936
Keller, J.B. 236
Kelly, S.R. 397
Kelly, T.A. 1854

Larrabee, R.D.	1249	Levin, P.	735	Lottati, I.	146
Larsson, L.	407	Levy, A.	1159	Lotz, R.	1516
Lasagna, P.L.	156, 1999	Levy, D.A.	1079	Lotze, A.	974, 1354
Lau, J.C.	1168	Levy, S.	826	Louden, M.	1011
Laudien, E.	176	Lew, H.S.	229, 2041	Lowen, G.G.	1894
Laudiero, F.	1050, 1954	Lewis, A.B.	1230	Lowenadler, R.	1782
Laura, P.A.A.	539, 1339, 1444, 1651	Lewis, R.B.	167, 564	Lu, H.Y.	671
Laurenson, R.M.	418	Liang, C.Y.	909	Lu, Y.P.	340
Law, E.H.	1210	Libai, A.	537	Lubin, B.T.	2135
Lawrence, I.	1624	Liebe, R.	592	Lucas, J.G.	1862
Lazzeri, L.	382, 383	Lieberman, P.	511	Luco, J.E.	491, 802, 1078, 2151
Leadbetter, S.A.	639	Liebig, S.	1907	Lufrano, L.A.	703
Leasure, W.A., Jr.	840, 1052, 1218	Likins, P.	437	Luisoni, L.E.	1444
Leatherwood, J.D.	1190	Likins, P.W.	617	Lull, B.	1160
Leblois, L.C.	381	Lin, C.	1955	Lumsdaine, E.	544, 1961
Ledbetter, R.H.	211, 355	Lin, C.W.	1215	Lund, J.W.	412
Lee, E.H.	293	Lin, G.	1343	Lutes, L.D.	1751
Lee, H.S.H.	1211	Lin, G.F.	1909	Lutton, R.J.	360
Lee, I.K.	2098	Lin, H.-C.	532, 959, 1313	Luyties, W.H., III	798
Lee, J.	910	Lin, J.	247	Lynch, J.P.	1254
Lee, K.L.	1269	Lin, K.-H.	2027	Lynch, J.W.	167, 564
Lee, R.	1494	Lin, W.-H.	1847	Lyon, R.H.	877
Lee, S.H.	848	Lin, Y.K.	1296, 1297, 1298	Lysmer, J.	1059, 2185
Lee, S.M.	838	Lindberg, H.E.	38	Lytton, R.L.	1060
Lee, S.S.	1187	Lindgren, B.J.	371		
Lee, T.H.	706	Lindsey, L.G.	434		
Lee, T.T.	961	Ling, S.	1316	- Mc -	
Lee, W.N.	673, 674, 1429	Linscott, B.S.	1007	McArdle, J.G.	1842
Leehey, P.	874, 956, 1637	Linton, D.L.	638	McCabe, M.W.	1741
Lees, A.W.	445	Lister, T.A.	860	McCallion, H.	1453, 1455
Leffert, R.L.	601	Little, D.R.	191	McCann, J.C.	1998
Leggat, L.J.	1005	Little, R.M.	223	McCarthy, M.F.	265
LeGuilly, G.	629	Liu, C.H.	19	McCleary, L.E.	459
Lehmann, E.J.	259	Liu, C.Y.	1317	McConnell, R.D.	882
Leipholtz, H.H.E.	486, 2142	Liu, J.T.C.	1816	McDaniel, D.	578
Leist, T.	2106	Liu, R.	657	McDaniel, S.T.	1916
Leleux, F.	455	Liu, S.-C.	466, 1680	McDanien, T.J.	1243, 1266
LeMaitre, J.F.	615	Liu, Y.K.	128, 363	McDonough, J.R.	1562
Lennox, W.C.	244	Lo, D.L.C.	762	McElroy, W.J.	1279
Lenz, R.W.	556, 1778	Lo, H.	1033	McEvilly, T.V.	1267
Leonard, B.R.	1002	Lobtiz, D.W.	1144	McGarvey, J.H.	808
Lepik, Ü.	1831	Lockwood, J.C.	682	McGehee, B.L.	60, 497
Leppert, E.L.	848	Lohmann, D.	99	McGeorge, R.	830
Lerner, E.	149	Loiseau, H.	805	McGuire, D.P.	480
Leskovar, P.	1200	Lokken, E.C.	545	McGuire, R.K.	2009
Lester, H.C.	1321	Lomas, N.S.	1650	McHenry, R.R.	1254
Letty, R.M.	2012, 2013	Longcope, D.B.	753	Mclvor, I.K.	1255, 2029
Leung, C.M.	694	Longhouse, R.E.	819, 2022	McKechnie, J.C.	1947
Levek, R.	1736, 1737	Longinow, A.	357	McKeever, B.	1778
Leventhall, H.G.	760	Lord, H.W.	1662	McKinlay, W.P.	1933
		Lorusso, J.J.	512		

McLeod, R.W. 1641
McNamara, R.J. 2088
McNiven, H.D. 2113
McQueen, A.A. 1713
McQueen, D.H. 767
McQueen, D.H. 814
McWhannell, D.C. 248, 2128

- M -

Ma, D.C.-C. 118
Ma, S.M. 379, 1102
Mabey, D.G. 1758
Mabie, H.H. 741
MacAdam, C.C. 1220
MacBain, J.C. 958
MacDonald, J. 582
Machin, K.E. 1608
Macinante, J.A. 1690
Macintyre, S.A. 513
Mack, R.J. 1495
MacKay, A. 1427
MacKay, J.F.W. 1911
Macvean, D.B. 1707
Maddox, H.A. 2019
Maddox, K.C. 2100
Madsen, N.F. 1422, 1423, 1896, 1898
Maekawa, S. 1296, 1297
Maekawa, Z. 1486, 2077
Maestrello, L. 19
Maezawa, S. 276
Magliozzi, B. 352, 353, 354, 1995
Magrab, E.B. 955
Mahabaliraja. 1644
Mahajan, K.K. 1683
Mahalingam, S. 2, 648
Mahrt, K.H. 22
Maidanik, G. 938, 1539
Maiti, M. 1980
Majka, J.W. 639
Majumdar, B.C. 1110
Makay, E. 1008
Makdisi, F.I. 2084
Mall, S. 122
Mallett, R.L. 293
Mallick, D.V. 1983
Mallick, A.K. 82
Maloney, J.G. 508
Malthan, J.A. 1597

Malyshev, V.S. 1090
Mangiante, G.A. 872, 1990
Mann, R.L. 371
Manning, J.C. 2194
Marangoni, R.D. 2139
Marchertas, A.H. 588
Marciniak, T.J. 588
Marcuson, W.F., III 523
Margolis, D. 604
Markenscoff, X. 953, 1152
Markho, P.H. 925
Markuš, Š. 770
Marlotte, G.L. 388
Maroney, G.E. 1278, 1469
Marples, V. 1867
Marsh, A.H. 2159
Marsh, J.C., IV 1368
Marshall, R.D. 1848
Marshall, T.A. 1752
Martin, C.R. 358
Martin, D.J. 947
Martin, N.C. 1637
Martin, R. 1734
Martins, R.A.F. 1330
Martz, J.W. 2106
Mason, V. 1573, 1661
Masri, S.F. 2111
Massing, D.E. 1527, 1528
Masubuchi, M. 1473
Masuko, K. 1397
Masur, E.F. 762
Mather, C.E. 1542
Mathews, D.C. 1843
Mathews, D.E. 840
Mathews, F.H. 506
Matsuda, T. 1523
Matsumoto, G.Y. 1116
Matsumoto, M. 981
Matsumura, M. 594
Matsuo, K. 1285
Matsuura, K. 2193
Matsuzaki, A. 1775
Matsuzaki, Y. 1053
Matta, R.K. 1385
Matthew, G.K. 1654, 1655
Matthews, A.T. 966
Matthiesen, R.B. 563
Matthys, C.G. 1856
Mattox, R.M. 1851
Matzen, V.C. 2083
Maunder, L. 284

Maurer, O. 488
Mayer, A. 1749
Mayer, W.G. 7
Mayes, I.W. 445
Mayes, W.H. 167, 564, 1497
Maymon, G. 536, 537
Maytum, B.D. 452
Mazumdar, J. 1154
Mead, D.J. 82
Mechel, F.P. 97, 140, 690, 691
Medaglia, J.M. 635
Medearis, K.G. 800
Meerkov, S.M. 1535
Mehner, R. 2152
Mei, C. 1552
Mei, C.C. 850
Meier, G.E.A. 1319
Meirovitch, L. 178, 254, 1038, 1065, 1656
Meldrum, B.H. 1722
Melosh, R.J. 1757
Melvin, P.J. 1884
Memula, L. 1140
Mengason, J. 1532
Mengi, Y. 2113
Mente, L.J. 673, 674, 1429
Mercier, O.L. 2049
Metcalf, R.W. 460
Metzger, R. 625
Meyer, A. 987
Meyer, H. 718
Meyer, R.J. 2183
Meyer zur Capellen, W. 1631
Miao, W.-L. 1784
Michalopoulos, A.P. 593
Michalopoulos, C.D. 2196
Michimura, S. 1456
Miessen, W. 1617
Mikulas, M.M., Jr. 1625
Milulcik, E.C. 454
Milenkovic, V. 1633
Miles, A.W. 290
Miller, C.A. 703
Miller, R.D. 1174
Miller, R.K. 1727
Miller, T.D. 2076
Mills, J.F. 157, 793
Milne, R.D. 2179
Milne, W.R. 575
Milordi, F.W. 1797
Minagawa, S. 271

Mineck, R.E.	2164	Morrow, C.T.	469	Nagaya, K. .121, 1070, 1325, 1472, 1649, 1801, 2112	
Minich, M.D.	1329	Mortell, M.P.	680	Nagel, R.T.	1843
Minner, G.L.	101, 1035	Mortimer, R.W.	95, 1809	Naguib, M.	1865
Minto, R.F.	971	Morysse, M.	768	Nagy, K.	1436
Minton, P.	2131	Moszee, R.H.	1807	Nahavandi, A.N.	829
Mioduchowski, A.	1611	Mote, C.D., Jr.	647, 1147	Nair, S.	1104
Miramand, N.	455	Motosh, N.	105	Naka, A.	1396
Mirza, J.F.	1312	Motsinger, R.E.	101	Nakajima, S.	1814
Mizra, S.	333	Mott, K.J.	1665	Nakamura, Y.	1929
Mishler, R.B.	145, 2163, 2197	Moustafa, M.A.	86	Nakano, M.	1164
Mishoe, J.W.	2176	Mouzakis, T.	1138	Nakayama, M.	1714
Mishra, A.K.	5	Mróz, Z.	1831	Nakra, B.C.	78, 912
Misra, A.K.	87	Muehlbauer, G.	153	Nalecz, A.	599, 1402
Mitchell, G.C.	337	Mueller, A.W.	24	Nam, C.H.	989
Mitchell, J.S.	1280, 1583, 1769, 1928	Mueller, M.W.	566	Namba, M.	1308
Mitchell, W.S.	1056	Muir, T.G.	682	Narayana Raju, P.	1964
Mitropolskij, J.A.	2044	Mukherjee, A.	1107	Narkis, Y.	11
Mittendorf, S.C.	341	Mukerjee, P.R.	1103	Nash, A.	1196
Mixson, J.S.	1491, 1497	Mukhopadhyay, A.K.	114	Nash, W.A.	326, 881, 962, 1332, 1979
Miyakawa, S.	1014	Mulcahy, T.M.	1866, 2145	Nataraja, R.	954
Mizoguchi, K.	1823	Mulholland, G.P.	931	Nathoo, N.S.	1869
Mizuno, N.	41	Müller, H.W.	1663	Natke, H.G.	723, 2053
Mlakar, P.F.	859	Müller, J.	317	Nau, R.W.	534
Modi, V.J.	87, 1647	Muller, R.A.	586	Naveh, B.M.	1289
Moeller, T.L.	339	Munjal, M.L.	2061	Nayfeh, A.H.	242, 952, 1118, 1144, 1885, 2119
Moes, H.	1451	Muñoz, A., Jr.	1851	Neily, D.W.	579, 1877
Mohraz, B.	35	Munson, B.R.	520	Neise, W.	1001, 2023
Moiseev, N.	2075	Murakami, H.	2151	Nelson, D.V.	921
Mojtahedi, S.	1185	Murakami, M.	1181	Nelson, F.C.	36, 1897
Molina, M.A.	303	Murata, S.	311	Nelson, H.D.	422, 1229
Mommessin	1305	Murotsu, Y.	997, 1192	Nelson, I.	1569
Mondkar, D.P.	1244	Murphy, J.R.	1072	Nelson, M.F.	1922, 2027
Monfort, A.	1720	Murray, G., Jr.	1085	Nelson, R.B.	695
Monroe, N.J.	646	Murthy, P.A.K.	126	Nelson, R.C.	350
Montagnani, M.	196	Murthy, V.R.	312, 990	Nelson, R.W.	1500
Montoya, L.C.	398	Murty, A.V.K.	1049	Nemat-Nasser, S.	271
Mook, D.T.	1144, 1885	Müsseler, P.M.	1367	Neshe, P.P.	1924
Moore, E.F.	943	Mustain, R.W.	724	Ness, D.J.	642
Moran, D.D.	1426, 1525, 1706	Muszynska, A.	607	Ness, H.B.	1787
Moran, M.J.	927	Muto, S.	1401	Nessler, G.L.	2100
Moravec, E.P.	1698	Mutyala, B.R.C.	200	Neubauer, W.G.	21
Moreland, J.B.	971	Myers, M.K.	1121, 1622	Neubert, V.H.	1953
Morfey, C.L.	109, 1168	Myles, M.M.	1836	Neuhäuser, H.	1703
Morino, L.	1253	Myrick, S.T., Jr.	845	Newman, M.	670, 1561
Morman, K.N., Jr.	1394, 1927			Newman, R.A.	1028
Morris, N.F.	864			Ng, G.S.	1556
Morris, P.J.	1168			Ng, S.-L.	443, 1036
Morris, R.D.	729			Nguyen, P.K.	1718
Morrison, D.	424				
Morrone, A.	829				

- N -

Nguyen, Y.T. 253, 669
 Ni, C.C. 919
 Ni, R.H. 307
 Niblett, T. 1672
 Nicholas, J. 805
 Nicholas, J.C. 1449
 Nichols, J.F. 1666
 Nieberding, W.C. 1946
 Niedbal, N. 1287
 Niederer, P. 1393
 Nigam, S.P. 2141
 Nigm, M.M. 1694, 1695
 Nigul, U. 1761
 Nijim, H.H. 1298
 Nilsson, A.C. 2037
 Nishida, S. 33
 Nissim, E. 146
 Nobile, M.A. 1479, 1480
 Noble, S.L. 1213
 Nocilla, S. 1040
 Nogami, T. 1925, 1926
 Nolan, D. 1776
 Noll, R.B. 1253
 Noll, T.E. 1785
 Nollau, R. 1889
 Nonaka, T. 1295
 Noor, A.K. 949
 Nordlin, E.F. 1223
 Nordman, R. 430
 Norgan, R.F. 1438, 1595
 Norman, R.S. 1594
 Noronha, P. 732
 Norton, M.P. 1640
 Norwood, F.R. 1920
 Novak, M. 1324, 1362, 1925, 1926
 Novick, A.S. 1113
 Nowinski, J.L. 301
 Nuske, D.J. 373, 374
 Nuttall, S.M. 411
 Nystrom, P. 2194

- O -

Obi, C. 237, 238
 O'Brien, J. 107
 O'Callaghan, M.J.A. 326, 1332
 Ochiai, Y. 386
 O'Connell, R.F. 855
 Odell, A.H. 2160
 Odello, R.J. 1234

Oden, J.T. 884
 Oertel, H. 461
 Ogino, S. 1812
 Oh, K.P. 923
 Ohkami, Y. 437
 Ohmata, K. 37, 342
 Ohta, M. 1759
 Ohtsubo, H. 448
 Ohyoshi, T. 2092
 Ojalvo, M.S. 665
 Okabayashi, K. 594
 Okada, T. 2008
 Okada, Y. 1986
 Okah-Avae, B.E. 405
 Okawa, D.M. 130
 Okazaki, K. 117
 Okumura, A. 1043, 1240, 1241
 Oldham, G.A. 470
 Oldham, K. 1465
 O'Leary, T.R. 265
 Olhoff, N. 137
 Olsen, N.L. 1794
 Olsen, W.A. 462
 Olson, D.A. 390
 Olson, M.D. 1151
 Olson, R.M. 1023
 Olsson, S. 1715
 Olver, N.D. 1697
 Omori, Y. 1523
 On, F.J. 634
 O'Neal, D.L. 1469
 O'Neill, J. 511
 O'Neill, M.W. 80
 Oran, C. 763
 Orlandea, N. 1257, 2068, 2069
 Orndorff, R.L., Jr. 936
 Osinski, J. 2038
 Orszag, S.A. 460
 Oster, K.B. 1177, 1359
 Ostergaard, P.B. 577
 Ostrom, D.K. 1854
 Ott, H. 1619
 Ottens, H.H. 1169
 Ottil, D. 1097
 Overgard, D.L. 837
 Owen, D.R.J. 595, 1330
 Owzar, A. 403
 Özdemir, H. 1068

- P -

Pace, C.E. 700
 Packman, P.F. 1081
 Paidoussis, M.P. 295, 1135
 Palfett, D.S. 862
 Palmer, W.E. 1626
 Palmisano, R.R. 579
 Pamidi, M.R. 1560
 Pamidi, P.R. 1560
 Pan, K.C. 2127
 Pandit, S.M. 2182
 Pao, S.P. 2194
 Papadakis, C.N. 110
 Pappalardo, M. 1742
 Parekh, C.J. 1888
 Park, C.A. 226
 Park, K.C. 214
 Parkinson, A.G. 419
 Parry, D.L. 898
 Parry, H.J. 1544
 Parry, J.K. 1544
 Patel, B.M. 183, 1031
 Patel, J.S. 1559
 Paterson, R.W. 59
 Paton, J.A. 65
 Patrickson, C.P. 1184
 Pattabiraman, J. 328, 1645
 Patterson, W.N. 441
 Paul, B. 1256
 Pauls, L. 1024
 Pavic, G. 733, 1593
 Paz, M. 517, 518
 Pearson, D.S. 1937
 Pearson, J. 552
 Peckham, R.G. 1970
 Peeken, H. 1636
 Pegg, R.J. 1995
 Penko, P.F. 1842
 Pennick, H.G. 1827
 Penzes, L.E. 821
 Penzien, J. 299, 983, 1181
 Peracchio, A.A. 975
 Perangelo, H.J. 1797
 Perlee, H.E. 1460
 Perlman, A.B. 867, 868
 Perso, J.C. 201
 Perulli, M. 56
 Pestorius, F.M. 345, 681
 Peterka, J.A. 800
 Peters, A.J. 1106

Petersen, E.	1629	Pope, L.D.	108	Rader, P.	1233
Peterson, A.J.	1875	Pope, R.L.	2073	Radhakrishnan, V.M.	1112
Peterson, E.L.	1948	Popeck, R.A.	546	Radhamohan, S.K.	1980
Petrauskas, C.	1315	Popov, P.	1102	Radochia, J.P.	2036
Petre, A.	555	Popovici, A.	801	Radovich, N.A.	855
Pett, R.A.	1927	Popp, K.	1380, 1603	Radovich, V.G.	392, 393
Petyt, M.	1988	Popp, L.E.	688	Raffy, P.	815
Pfützner, H.	72	Popplewell, N.	1911	Ragab, S.	1961
Phadke, M.S.	188	Porter, F.L.	830	Raghavan, R.	750
Phelps, H.N., Jr.	1470	Portillo Gallo, M.	1360	Raila, D.S.	165
Philbert, M.	721	Posey, J.W.	527, 1321	Rajagopal, P.	148
Philippin, G.	486	Possa, G.	426	Rajan, G.	1130
Phillips, J.W.	1273, 1304	Potter, D.K.	974	Raju, I.S.	914
Phoa, Y.T.	150	Potter, R.C.	2157	Raju, K.K.	118, 914, 1155
Piazzoli, G.	562, 2004	Powell, A.	1996	Rakowski, W.J.	1598
Pickles, J.M.	1599	Powell, G.H.	1244	Ramachandran, J.	126
Pierce, A.D.	917, 970	Powell, H.N.	61	Ramachandran, J.	1336
Pierce, G.A.	312	Prabhakara, M.K.	1820	Ramamurti, V.	328, 1645, 2059
Piersol, A.G.	621	Prabhu, B.S.	1109, 1452	Ramanathan, R.	1112
Pierson, W.D.	1755	Prasthofer, P.H.	474	Ramberg, S.E.	930
Pierucci, M.	1420, 1421, 1895, 1899	Prause, R.H.	1212	Ramey, D.G.	2019
Pigott, R.	1148	Prendergast, J.D.	1679	Ramkumar, R.L.	1270
Pike, A.L.	1051	Price, I.R.	932	Rammerstorfer, F.G.	541
Pilkey, W.D.	180, 223, 576, 1022, 1575	Price, P.	1234	Ramu, S.A.	740
Piltz, E.	1724	Price, W.G.	225, 1291	Rand, D.A.	1418
Pincus, G.	1685	Priscu, R.	801	Randall, R.B.	1585
Pinnington, R.J.	1988	Privitzer, E.	357	Rangacharyulu, M.A.V.	1883
Piotrowski, E.	151	Prodanovic, A.	2094	Rangaiah, V.P.	1953
Pister, K.S.	1268	Prodoehl, R.F.	1223	Ranlet, D.	1828
Pitts, L.E.	7	Protonotarios, J.N.	2171	Rao, B.V.A.	1452
Piziali, R.L.	1405	Prydz, R.A.	757	Rao, G.V.	118, 914
Plecnik, J.M.	1614	Pugh, C.A.	2010	Rao, H.V.S.G.	75
Pleek, G.	2018	Purcell, W.E.	1987, 2155	Rao, J.S.	1054
Plona, T.J.	7	Puri, A.	2135	Rao, N.S.	1450
Ploner, B.	988	Pusey, H.C.	2104	Rao, N.S.V.K.	1272
Plumbee, H.E., Jr.	1168	Putman, C.B.	1370	Rao, P.N.	740
Plunkett, R.	904, 1074, 1075, 2107	Putman, W.F.	973	Rao, S.S.	1475
Pocha, J.J.	1231	Putnam, T.W.	156	Rasmussen, M.L.	1432
Poelaert, D.H.L.	610			Rathe, E.J.	1513
Poizat, M.	481			Ratz, A.G.	505
Polak, E.	1268			Rauch, M.	1439
Polak, E.J.	1568			Rawlins, A.D.	29, 1352
Poli, C.	991			Rawls, E.A.	640
Pollack, I.	2078			Ray, A.	583
Pollack, J.L.	1946			Ray, D.	1268
Pollmann, E.	425			Read, P.L.	1526
Pombo, J.L.	1444			Rebora, B.	124
Poole, J.H.B.	760			Reboulet, C.	615
Poon, D.T.	1647			Reddy, C.T.	884
				Reddy, N.N.	547
				Reed, C.	323

- Q -

Queller, J.E.	164
Quinlan, P.M.	326, 1332
Quinn, B.E.	397

- R -

Radaj, D.	2031
Radcliffe, K.S.	170

Reed, W.E. 2055, 2056
 Reed, W.H., III 1798
 Reeves, C.W. 404
 Régnault, G. 1284
 Reifsnider, K.L. 274
 Reismann, H. 116
 Reissner, E. 1951
 Reiter, W.F., Jr. . . 395, 1115, 1398
 Rekos, N.F., Jr. 1843
 Reshotko, M. 1842
 Rettig, H. 528
 Reyna-Allende, M. 1408
 Reynolds, D.D. . . 1355, 1356, 1357
 Reynolds, G.G. 1205
 Rice, C.G. 1743, 1744
 Rice, E.J. 1035, 1123
 Rice, G. 769
 Richards, E.J. 661
 Richardson, D.A. 1351
 Richardson, G.N. . . . 135, 1269
 Richardson, M. 727
 Richardson, R.S.H. 1577
 Richter, R. 1908
 Rider, R.W. 1684
 Riegel, C. 301
 Rieger, N.F. 415, 1419
 Rigbi, Z. 1762
 Riffel, R.E. 1113
 Riganti, R. 1416
 Rizzi, P. 745
 Robbins, D.H. 1369
 Roberson, J.A. 891
 Roberts, J.B. 652, 1067, 1288
 Robertson, D.H.D. 1933
 Robinson, R.R. 357
 Robinson, S.M. 15
 Robson, J.D. 1707
 Rocke, R.D. 17
 Rockwell, T.H. 734
 Rodal, J.J.A. 1522
 Rodeman, R. 753
 Rodrigo, P. 615
 Roe, G.E. 1403
 Roesset, J.M. 492, 1852
 Rogers, C.B. 741
 Rogers, C.R. 1904
 Rogers, J.L., Jr. . . . 1552, 1561
 Rogers, K.J. 1700
 Rogers, P. 964, 965
 Rogers, R.J. 1133
 Rohde, S.M. 923

Röhrle, M. 387, 1015
 Rom, J. 52
 Romeo, D.J. 1025
 Romilly, N. 240
 Roos, R. 1498
 Root, R.M. 996
 Roriston, G. 1932
 Rosati, V.J. 907
 Rosen, A. 967
 Rosenblueth, E. 2099
 Roshala, J.L. 688
 Ross, C.A. 476
 Rossall, A.W. 1913
 Rosettos, J.N. 1017
 Rossini, T. 426
 Rostafinski, W. 30
 Roth, C.A. 440
 Roth, H. 1437
 Rousselet, J. 1327
 Rovetta, A. 1692
 Roy, K.P. 719
 Royle, P. 1489
 Royster, L.H. 28
 Rubayi, N.A. 79
 Rubin, M.N. 1667
 Rudisill, C.S. 1765
 Rudny, D.F. 346
 Rueckemann, O. 67
 Rueter, F. 717
 Ruff, J.H. 1696
 Ruhlín, C.L. 554
 Rulf, B. 1260
 Rup, W. 1024
 Russell, A.J. 1592
 Russell, G.A. 2156
 Russell, J.J. 88, 1447, 1803
 Russell, R.H. 668
 Rusu, O. 1976
 Rutenberg, A. 1157
 Ruter, G. 391
 Rutgersson, O. 1715
 Ruud, F.O. 1207
 Ryden, C.V. 500
 Ryder, M.O. 1018, 1019, 1020,
 1388, 1389
 Ryland, G., II. 1656
 Rylander, H.G. 845
 Rylander, R. 212, 1512, 1746
 Ryneveld, A.D. 2167

- S -

Saari, D.P. 1252
 Sabbagh, H.A. 960
 Sachs, D.C. 1754
 Sachs, F.Z. 515
 Sachs, H.K. 348
 Sackman, J.L. 979, 1276, 1642
 Saczalski, K.J. 214
 Sadek, M.M. 186, 1373, 1694,
 1695
 Sae-Ung, S. 169, 1183
 Sagartz, M.J. 1830
 St. Hilaire, A.O. 74, 307
 Saito, H. 1265
 Sakaguchi, K. 1859
 Sakata, T. 115, 336, 540, 778,
 1338, 1978
 Sakata, Y. 1338
 Salman, F.K. 86
 Samuels, S.E. 1658
 Sanborn, D.M. 303
 Sanchez-Sesma, F.J. 2099
 Sanday, S.C. 1609
 Sandler, B.Z. 1045
 Sandman, B.E. . . 127, 776, 963, 1972
 Sandor, G.N. 2093
 Sandow, F., Jr. 488
 Sankar, T.S. 1130
 Sano, M. 1396
 Santos, R.D. 1651
 Saravanja-Fabris, N. 370
 Sarpkaya, T. 525
 Sasaki, K. 1929
 Sathyamoorthy, M. 1652
 Sato, K. 315, 939, 2125
 Sato, T. 1929
 Satter, M.A. 1482
 Savkar, S.D. 940
 Sawada, Y. 1814
 Sawamoto, M. 280
 Sawyer, J.W. 1341
 Sawyer, R.A. 55
 Sayles, R.S. 1128
 Scanlan, R.H. 2168
 Scerbo, L.J. 314
 Schafer, H. 542
 Schalk, M. 785
 Schlothauer, H. 1600
 Schmidt, E. 159
 Schmidt, G.H. 1975

Schmidt, L.C.	1818	Sexton, J.S.	2179	Shum, K.	193
Schmidt, W.	1439	Seybert, A.F.	204, 1675	Shutt, M.D.	1431
Schmitz, F.H.	27, 361	Seymour, B.R.	680	Sidar, M.	349, 858
Schneider, A.J.	292	Shaaban, S.H.	962, 1753	Sidell, R.S.	1328
Schoen, B.	2165	Shafer, B.P.	296	Sidwell, K.	1173
Scholes, W.E.	464	Shaffer, G.M.	402	Sierakowski, R.L.	476
Scholl, H.F.	167, 564	Shah, H.H.	1850	Silver, M.L.	1521
Scholl, R.E.	168	Shah, M.P.	392, 393	Silver, W., II	580
Schomer, P.D.	32, 2014	Shah, P.C.	687	Simandiri, S.	1616
Schrantz, P.R.	1876	Shaker, B.S.	2119	Simiu, E.	1848
Schroder, E.	285	Shamie, J.	2173	Simkins, T.E.	2086
Schubert, K.-H.	2065	Shampine, L.F.	753	Simmons, H.	1690
Schultz, T.J.	64	Shanks, R.E.	24	Simmons, H.R.	608, 893
Schulz, G.	1839	Shantaram, D.	595	Simmons, J.M.	1613
Schulz, R.	1723	Shanthakumar, P.	1964	Simmons, P.E.	444
Schuring, D.J.	605	Shapton, W.R.	1007	Simpson, A.	1314
Schuring, D.S.	1476	Sharp, B.H.	217, 842, 843	Simpson, B.A.	979
Schuster, G.M.	287	Sharp, J.C.K.	129	Simpson, M.A.	1991
Schutt, D.W.	69	Sharp, R.S.	841	Simpson, W.J.	1116
Schweiger, W.	1227	Shaw, L.M.	1442, 1942	Singer, J.	967
Schweitzer, G.	811, 1379	Shaw, R.P.	710, 1335	Singh, J.P.	1853
Schwer, L.	1126	Shearer, J.C.	1565	Singh, K.P.	696, 1967
Schwerdtfeger, H.	425	Sheare, J.E.	1026	Singh, M.C.	5
Sciarra, J.J.	1556	Sheer, R.E., Jr.	1863	Singh, M.P.	1311
Scofield, K.E.	513	Sherif, M.A.	493	Sinha, P.K.	1146
Scott, J.E.	1392	Shevell, R.S.	1496	Sinha, S.C.	851
Scott, J.N.	1002	Shibata, H.	822, 1137	Sinha, S.K.	1344
Scott, N.	689	Shields, F.D.	1943	Siorek, R.W.	348
Scott, R.A.	77	Shigeta, T.	1137	Siskind, D.E.	170, 1781
Scott, W.E.	773	Shih, S.	1767	Sjöstedt, E.	1746
Scott, W.R.	1923	Shimizu, H.	1042	Skaistis, S.J.	344
Seed, H.B.	1059, 1766, 2185	Shimizu, T.	1508	Skale, S.R.	842
Seehra, M.S.	288	Shimovetz, R.M.	389	Skingle, C.W.	1670
Seeliger, A.	1541	Shin, Y.S.	1375	Skjeltorp, A.T.	266, 267, 268, 269, 270
Segal, D.J.	399	Shinozuka, M.	1676	Skoglund, G.R.	523
Segenreich, S.A.	745	Shirai, K.	1748	Skop, R.A.	930
Seginer, A.	52	Shiraishi, N.	981	Skudrzyk, E.J.	2074
Seiffert, U.	473	Shirakawa, K.	1823	Sloan, I.H.	449
Seiler, J.P.	504	Shiraki, K.	822	Small, W.M.	2136
Seiner, J.M.	2194	Shirota, K.	438	Smallwood, D.O.	728
Sekiguchi, T.	1299, 1323	Shivashankara, B.N.	2003	Smith, C.B.	585, 827
Sen, S.K.	1139	Shoemaker, C.O.	840	Smith, C.C.	861
Seneor, R.	13	Shoemaker, N.E.	1019, 1020, 1388, 1389	Smith, C.S.	337
Senoo, Y.	1203	Shore, S.	1845, 2110	Smith, D.A.	1832
Sensburg, O.	1354	Short, S.A.	706	Smith, D.L.	389
Seo, K.	1390	Shovlin, M.D.	1993	Smith, E.H.	924
Setiawan, B.	333	Shrader, J.T.	216, 1217	Smith, G.R.	1391
Seto, K.	1000	Shreve, J.C.	1441	Smith, J.B.	364
Severn, R.T.	645	Shryock, R.A.	2034	Smith, J.C.	1312
Sevin, E.	510	Shukla, D.K.	593	Smith, J.D.	304
Sewail, J.L.	639				

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NAVAL RESEARCH LAB WASHINGTON D C SHOCK AND VIBRATION--ETC F/G 20/11
THE SHOCK AND VIBRATION DIGEST. VOLUME 9, NUMBER 12, DECEMBER 7--ETC(U)
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2 of 2

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DATE
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1-78
DDC

Visnapuu, A.	1488	Webb, W.W.	65	Wilby, J.F.	2000
Viswanathan, S.P.	1811, 1856	Webby, J.	976	Wilby, P.G.	2174
Vitelleschi, S.	1818	Weber, B.	1889	Wilcock, D.F.	1434, 1448
Vogel, W.H.	938	Weber, H.	718	Wilcox, D.J.	1913
Vogt, R.H.	21	Webster, R.L.	89	Wild, R.E.	1219
Voigtsberger, C.A.	787	Wegmann, R.	2114	Wilhelm, M.R.	1194
Volcy, G.C.	1714	Wegscheid, E.L.	786	Wilkinson, J.P.D.	826
von Cremer, L.	784	Wehrfritz, T.J.	1892	Wilkinson, K.	149
Vonnemann, G.	1858	Weinstock, H.	1211	Wilkinson, T.L.	316
Von Rosenberg, D.U.	128	Weiss, F.	2071	Willcox, M.G.	1349
Voorhees, C.R.	862	Weiss, G.H.	1912	Williams, C.J.H.	628
Vukelich, S.I.	101	Weiss, R.	235	Williams, D.R.G.	1433
		Weisshaar, T.A.	1270	Williams, J.	57, 58, 1900
		Weissman, S.	2066	Williams, J.L.	2089
		Weissner, R.	473	Williams, R.	1934
		Welaratna, S.R.	1587	Williams, R.S.	274
		Welford, G.D.	362	Williams, S.W.	681
		Wellford, L.C., Jr.	334, 884	Williams, V.	781
		Wells, W.R.	1120, 1320	Willis, C.M.	1497
		Wellstead, P.E.	373, 374	Willis, T.	193
		Wenig, E.	1619	Willshire, W.L., Jr.	1989
		Werner, V.A.	1221	Willsky, A.S.	2102
		Wesler, J.E.	1062	Wilson, D.M.	139
		Wesley, D.A.	706	Wilson, G.J.	96, 929
		West, L.R.	630	Wilson, H.E.	1503
		Westin, R.A.	2087	Wilson, J.C.	1870
		Westine, P.S.	475	Wilson, J.F.	520, 839, 1846
		Weyer, R.D.	231	Wilson, L.O.	1302
		Whaley, P.W.	910	Wilson, W.R.D.	1507
		Wheeler, P.	1399	Wiltzsch, M.	102
		White, C.W.	452	Windett, G.P.	384, 385
		White, J.W.	1958	Winer, W.O.	303
		White, K.C.	156	Winget, J.M.	754
		White, M.F.	731, 1871	Winkler, C.B.	1477
		White, R.G.	731, 2017	Winn, L.W.	713, 715, 1306, 1448
		White, R.P., Jr.	2116	Winsor, F.J.	600
		White, R.W.	166	Wisler, D.C.	1530
		White, W.	2098	Witmer, E.A.	1522
		Whitehead, D.S.	928	Wittlin, G.	1172
		Whitesides, J.L.	1242	Wohlrab, R.	1615
		Whitfield, E.L.	51	Wohltmann, M.	618
		Whitham, E.M.	570, 1345	Wolf, D.F.	163
		Whitman, A.B.	1303	Wolf, J.A., Jr.	1922
		Whitman, R.V.	797, 1249, 1919, 2171	Wolf, J.P.	124, 707
		Whitney, J.M.	950	Wolf, S.N.	45
		Wickens, A.H.	2026	Wolfe, S.H.	494
		Wiegand, V.G.	720	Wölfel, H.	785
		Wierzbicki, T.	9, 916, 1952	Wong, C.	437
		Wiggins, J.H.	1180	Wong, H.L.	491, 1078
		Wiland, J.H.	366	Woo, J.L.	302
				Woo, T.-H.	1730

- W -

Wachel, J.C.	321, 946, 1968
Wada, B.K.	456, 848
Wada, H.	1265
Wade, S.R.	1485
Wagner, H.	2059
Wales, D.R.	1453, 1455
Walker, J.A.	751
Walker, J.G.	1515
Walker, J.S.	1273
Waller, H.	951
Walsh, M.J.	1016
Walter, M.J.	1794
Walter, W.W.	415
Walther, R.	93, 94
Wambsganss, M.W.	697, 1375, 1435
Wang, B.P.	180
Wang, C.	1171
Wang, H.T.	2064
Wang, J.C.F.	1863
Wang, K.S.	1117
Wang, T.M.	1301
Warburton, G.B.	1981
Ward, H.S.	2058
Ward, P.	2121
Ward, W.D.	26
Warden, D.A.	948
Warwick, J.E.	435
Wassmann, W.W.	584
Watanabe, T.	276
Waters, D.M.	880
Watson, E.E.	291, 908
Watson, M.L.	1246
Wazyniak, J.A.	1942
Weaver, D.S.	1135, 2137

Wood, A.D. 1821
 Wood, R. 1937
 Woodcock, D.L. 560
 Woodford, D.J. 416
 Wooding, J.C. 1564
 Woodward, J.H. 141
 Woodward, R.P. . . 220, 1862, 2021
 Woolf, A. 294
 Wormley, D.N. 1300, 1328
 Worsfold, J.H. 445
 Wright, C.G. 1930
 Wright, E.W. 1179
 Wright, J.W. 901
 Wright, S.E. 846
 Wu, C.L.S. 1632
 Wu, D.-L. 1766
 Wu, J.J. 298, 2051
 Wu, S.M. 185, 188, 810, 2054, 2182
 Wulkau, R. 2016
 Wünsch, D. 1541
 Wuzyniak, J.A. 1442
 Wyman, H.J. 1901
 Wyskida, R.M. . . 578, 1193, 1194

- Y -

Yamada, M. 823
 Yamada, T. 1748
 Yamaguchi, S. 1759

Yamakawa, H. . . 1043, 1240, 1241
 Yamamoto, T. . . 1041, 1264, 1712
 Yamamoto, Y. 448, 1285
 Yamamura, H. 1800
 Yang, J. 783
 Yang, J.C.S. 478
 Yang, J.Y. 331
 Yang, T.Y. 329, 1033
 Yao, J.T.P. 169
 Yashima, S. 1960
 Yasuda, K. 1041, 1264
 Yates, P.E. 1527, 1528
 Yee, H.C. 1099, 1238
 Yeh, T.T. 1982
 Yen, D.H.Y. 1466
 Yen, J.G. 1856
 Yen, N. 1237
 Yeow, K.W. 1911
 Yeowart, N.S. 1913
 Yew, C.H. 40
 Yin, S.K. 2190
 Yonemoto, J. 1750
 Yonetsu, S. 1508
 Yoneyama, T. 33
 Yoshida, Y. 1401
 Yoshimura, M. 2180
 Young, A.M. 286
 Young, C.J. 143, 969
 Young, F.J. 1468
 Young, J. 1938

Young, J.W. 873
 Young, M.E. 1250, 1251
 Young, R.K. 2136
 Younger, F.C. 1872
 Younghans, J.L. 191
 Yousri, S.N. 1824, 1825
 Yuan, C. 1959

- Z -

Zabukovec, C. 756
 Zainea, B. 1098
 Zak, A.R. 1819
 Zakkay, V. 457
 Zaman, F.D. 1821
 Zara, J.A. 621
 Zarda, P.R. 1558
 Zaschel, J.M. 2007
 Zienkiewicz, O.C. 595
 Zimmer, A. 2031
 Zimmermann, T. 124
 Zinn, B.T. 227
 Zisling, D. 2008
 Zobrist, G.J. 1902
 Zockel, M. 1623, 1691
 Zorumski, W.E. 759
 Zorzi, E.S. 1229
 Zuckerwar, A.J. 905
 Zuziak, R.J. 1876
 Zwaan, R.J. 1498
 Zwick, J.W. 101

ANNUAL SUBJECT INDEX

- A -										Acoustic Linings																					
Absorbers (Materials)										2120	101	932	933	354	975	526	97	758	29												
140	1481	1482					1836	767		1321	1002	1123	934	1035					757	759											
										1461	1122	1233	1124							1817											
										1962 2023 1624				1914																	
Accelerometers										Acoustic Measurement																					
513														1056							793		286	1088	289						
														1596									736		719						
Acoustic Absorbers																															
														1987							Acoustic Response										
Acoustic Absorption														630	1832				2134					108							
690	131	872	1943					1915	2156	97	788	1259					1862														
760	691					2155					988	Acoustic Scattering																			
1990	871									970 21										683											
Acoustic Arrays																				873											
1742										Acoustic Signatures																					
														1081								256	1278	1589							
Acoustic Attenuation																								1436	1518						
use	Acoustic Absorption									Acoustic Spectra																					
Acoustic Diffraction										1200																					
										2074				Acoustic Techniques																	
Acoustic Excitation										1761														898							
1231	2062	1313	94	535	166	167	498	1739	Acoustic Tests																						
2161					1824	1825	536	1738	1232 1233										784	1875	56	58	59								
Acoustic Fatigue										1592 1733																					
2161											Active Absorption																				
Acoustic Filters										1990 872										1164											
451											Active Damping																				
Acoustic Holography																								1986							
291					2055	2056	738				Active Isolation																				
														908	760 811						1225	146	147	348	1839						
Acoustic Impedance										1490														1838							
30	1122	33	34					526	759				Adhesives																		
														1914	1600						106										
Acoustic Insulation										Aerodynamic Characteristics																					
230					634	1836				1113																					
Acoustic Liners										Aerodynamic Excitation																					
use	Acoustic Linings									1704										148											
Abstract																															
Numbers: 1-231 232-447 448-647 648-850 851-1036 1037-1235 1236-1414 1415-1534 1535-1724 1725-1879 1880-2043 2044-2197																															
Volume 9																															
Issue	1	2	3	4	5	6	7	8	9	10	11	12																			

Aerodynamic Loads										Aircraft Noise (Continued)											
1580		1401								398		1841		1352		1843				1497	
										1498				2001		1492		1993		1547	
														2021		1842		2003		1997	
Aerodynamic Response										1992											
use		Aerodynamic Stability														2002					
Aerodynamic Stability										Aircraft Propellers											
501		1862		2174		1176		1408		1959		1261									
Aeroelasticity										Aircraft Seats											
				107														976			
Agricultural Machinery										Aircraft Vibration											
371		372		1696										1794		1175		1786		1787	
														2004		2005		1796		1499	
Air Bags (Safety Restraint Systems)										Aircraft Wings											
1250		1251		213		365		2188				150		1671		1672		74		55	
		1391				1025												1236		1498	
												1670				1554		555		1669	
Air Bags (Soft Landing)										1840											
				1484												2164		1785			
																		2165			
Air Blast										Air Cushion Landing Systems											
170		1502		1754				1569												1868	
Air Compressors										Airfoils											
use		Compressors										1580		1113							
Air Conditioning Equipment										Airframes											
100				1624		817						1492		1553		554		156			
																1844					
																2164					
Aircraft										Airport Noise											
50		151		152		553		674		145		146		57		68		149			
350		351		562		673		794		355		556		557		148		349			
560		551		1502		1173		974		1175		1496		1297		558		559			
790		561		2042		1253		1174		1755		1546		2007		858		1169			
910		2161		2162		1353		1354		1795		2006				1668					
						1673		2164		2175											
Aircraft Engines										Airports											
				1843		1844		975		886		757						1496		157	
										887		1170									
Aircraft Equipment										Ammunition											
		552								1736		1737		1738		1739				1574	
																		266		267	
																		268		269	
Aircraft Landing Areas										Amplitude Analysis											
1171																				1336	
Aircraft Noise										Analog Simulation											
60		161		62		153		24		25		26		27		58		159			
160		191		162		353		154		155		56		157		158		549			
550		671		352		663		354		565		156		167		548		659			
660		791		462		793		564		905		1496		497		1168		1999			
880		1051		662		1493		1494		1495		1546		547		1998		2159			
1170		1441		672		1543		1674		1675		1996		717		2158					
2000		1461		722		1673		1744				1167									
2160		1491		792		1743		1994				1247									
Abstract																					
Numbers:		1-231		232-447		448-647		648-850		851-1036		1037-1235		1236-1414		1415-1534		1535-1724		1725-1879	
																				1880-2043	
																				2044-2197	
Volume 9																					
Issue		1		2		3		4		5		6		7		8		9		10	
																				11	
																				12	

Buildings
 170 171 172 173 174 55 166 167 168 169
 260 1181 982 983 564 175 796 687 1178 1249
 1180 1351 1182 1183 664 565 1246 797 1678 1489
 1360 1361 1682 1184 765 2066 1347 1848 1679
 1660 1681 2172 885 1497 1918 1919
 1680 2151 1215 1547 2008 2009
 1790 2171 1677 2058 2149
 1850 2088
 2170

Bumpers

1659

Buoys

2064

87

Buses (Vehicles)

464

837

388

1089

1024

1477

2187

- C -

Cable-Stiffened Structures

795

Cables (Ropes)

300

141

572

753

754

87

88

89

520

1803

864

1447

519

800

1104

1304

1614

1804

2064

Calibrating

1590 1091

1596

287

Calibration

use

Calibrating

Cam Followers

2129

Cam Gears

1628

Cams

2130

1055

739

1629

Camshafts

739

Cantilever Beams

740

741

12

1293

745

16

968

79

1241

92

1165

1606

1228

742

1445

Cantilever Plates

1114

957

958

Cantilevers

313

1647

418

1853

Cargo Aircraft

991

973

Cargo Ships

1715

Catenaries

1106

918

Cavitation

443

1186

Cavities

1832

1988

Cavity-Containing Media

1070

1915

Cavity Effect

1070

1036

Ceilings

64

Centrifugal Pumps

1968

1969

Cepstrum Analysis

1585

Chains

1042

Chatter

370 2181

186

2179

810

1000

2180

Chimneys

1033

1683

Chokes (Fuel Systems)

1014

Circuit Boards

1337

Circular Cylinders

930

Abstract

Numbers: 1-231 232-447 448-647 648-850 851-1036 1037-1235 1236-1414 1415-1534 1535-1724 1725-1879 1880-2043 2044-2197

Volume 9

Issue 1 2 3 4 5 6 7 8 9 10 11 12

Circular Plates
1340 1651 914 1155 1976 117 118
2011 777
1147

Clutches

319

Coal Handling Equipment
1033

Collapse

use Failure Analysis

Collision Research (Aircraft)
use Crash Research (Aircraft)

Collision Research (Automotive)

1020 391 392 293 214 1245 1016 1017 208 209
1250 1021 542 393 394 1255 1126 1367 688 1019
1390 1251 1022 473 834 1366 1387 1018 1369
1391 1392 1023 1024 2186 1527 1368 1389
1922 1223 1254 1757 1388 2029
2027 1528 2189
2028
2188

Collision Research (Railroad)
1012

399

Collision Research (Ships)

435 436 847
1027

Columns

1311 1312 313 214
1952 523 314

Combustion Engines

833

Combustion Excitation

630 438 1719

Combustion Noise

1843 204

227

Commercial Transportation

1478

Compacting

447

359

Compaction Equipment

359

Complementary Energy Methods

1037

Complex Structures

641 485

Component Mode Analysis

341 1904 136 1169

Component Mode Synthesis

641 822 853 1414 1428 429
1413 1159
1879

Composite Materials

1270 271 272 273 274 325 297 689
1760 283 1074 1605 477
1923 1334
1604

Composite Structures

340 1075 766 538 939
950

Composites

113
1073

Compressor Blades

1807 1458 1769

Compressor Noise

99

Compressors

190 1583 404 895 428 189
814 1685 1009
2075 1279

Computer Aided Design

263 185 1536 188 2069
2068

Computer Aided Techniques

1940 2031 732 1773 894 1035 1948 1789
2030 892 1933 1864 1465 1889
1772 2034 1939

Computer Programs

150 71 122 123 174 25 16 197 18 459
250 151 172 163 354 255 36 297 138 589
440 261 192 173 484 325 226 307 348 629
670 281 262 383 674 365 326 337 458 679
700 511 322 573 684 375 576 457 668 869
870 591 562 653 864 415 676 537 678 1059
1060 671 672 673 1214 605 846 547 798 1359
1080 1161 702 823 1244 645 1096 587 848 1399
1160 1181 812 1133 1254 675 1256 677 868 1419
1180 1431 852 1243 1384 1105 1736 797 958 1429
1430 1551 1022 1253 1394 1205 1796 867 1058 1549
1460 1561 1172 1363 1554 1255 1866 1007 1108 1559
1550 1741 1182 1483 2064 1455 1906 1017 1138 1579

Abstract

Numbers: 1-231 232-447 448-647 648-850 851-1036 1037-1235 1236-1414 1415-1534 1535-1724 1725-1879 1880-2043 2044-2197

Volume 9

Issue 1 2 3 4 5 6 7 8 9 10 11 12

Computer Programs (Continued)

1560	2071	1252	1503	1555	2066	1257	1258	1739
1740		1312	1553	1556		1617	1558	1719
1810		1332	1723	1905		1737	1738	1809
2070		1502	2073	2065		1797	1778	1819
2170		1552		2145		1877	1788	2069
		1562				1907	1908	2089
		2072				2067	2068	2119
						2097	2148	

Computer Simulation

1257

Computerized Simulation

122	173	174	1395	1476	1387	1328	2029
172	1393			1496	1917		
				2036			

Concrete Construction

2150	2042	1684	545	1096		799
			1095			

Concretes

1101		786		359
------	--	-----	--	-----

Configuration Effects

use Geometric Effects

Conformal Mapping

120				539
-----	--	--	--	-----

Conical Shells

636

Constitutive Equations

710

Construction Equipment

1851	1534	755	346
		985	1666
		1195	
		1545	
		1665	

Construction Industry

1545

Containers

898

1698

Containment

533

Continuous Beams

2112

Continuous Parameter Method

1725

147

Continuum Mechanics

1880 273

Contour Mapping

734

Control Equipment

1765

Control Systems

use Control Equipment

Conveyors

1859

Cooling Fans

use Fans and Cooling Systems

Cooling Systems

1221

818

Cooling Towers

1033 964 965
1064

Cornering Effects

1026

Correlation Techniques

70

1524 1945

1259

1440

Correspondence Principle

1276

Coulomb Friction

531 692 1134 1077 1148 2086
1762 1434 1577 1818

Coupled Response

1650 1291 1292 1103 1184 606 1237 1178 929
1920 1813 1474 1579
1873 1869

Coupled Systems

666 928

Couplings

1633 1627 319

Crack Detection

478

Cracked Media

431 1073

Abstract

Numbers: 1-231 232-447 448-647 648-850 851-1036 1037-1235 1236-1414 1415-1534 1535-1724 1725-1879 1880-2043 2044-2197

Volume 9

Issue 1 2 3 4 5 6 7 8 9 10 11 12

Cranes (Hoists)

368
998

Crankshafts

820

414

317

Crash Research (Aircraft)

1500 1501 1172

195

436

1757

1189

785

Crashworthiness

1020 1021

214

2186

1017

1018

209

1500

1757

1388

399

2027

1019

1389

2189

Critical Speeds

980

251

423

415

1226

1708

1289

2101

2193

1619

2191

Cross Correlation Technique

241 1142 23

Curve Fitting

1728

Curved Beams

2110

1

518

Curved Pipes

30

109

Cushioning

use

Impact Shock
and Insulation

Cutting

370

2182

1694

1695

188

1200

Cylinders

20

931

683

524

525

1116

47

698

919

700

1621

1313

1314

1315

776

537

1158

1799

940

1813

1814

1815

Cylindrical Bodies

use

Cylinders

Cylindrical Shells

130

351

772

773

534

775

126

127

328

329

770

771

1822

963

774

1335

536

327

1648

639

960

1141

1982

1333

1334

1645

776

537

1980

1711

1643

1644

1825

966

967

1981

1823

1824

2145

1646

1826

2143

2144

1826

- D -

Damage Prediction

799

Damped Structures

2090 1271 912

1066

1897

968

429

Dampers

142

1009

1762

Damping

90

41

1362

1364

36

657

478

69

1451

1672

1636

888

Damping Coefficients

1450 1811 922

1433

1074

1806

1107

1108

279

1470

1432

1704

1307

1618

1109

Damping Effects

1060

1882

693

1404

1575

1576

1288

479

2039

Damping Materials

1425

Damping Values

1111

Dams

1790

801

664

1185

986

2099

2010

1854

1186

2084

Data Display

459

Data Processing

1794

1796

Data Reduction

use

Data Processing

Design Procedures

2034

Design Techniques

600

61

1232

1663

794

1685

1506

287

428

789

2030

601

1805

1546

1627

1541

1967

1571

1701

2031

Diagnostic Instrumentation

900

712

713

714

895

1586

1087

1588

899

1772

1084

1935

1279

1934

1929

Abstract

Numbers: 1-231 232-447 448-647 648-850 851-1036 1037-1235 1236-1414 1415-1534 1535-1724 1725-1879 1880-2043 2044-2197

Volume 9

Issue

1

2

3

4

5

6

7

8

9

10

11

12

Diagnostic Techniques									
1280	1081	712	23	304	405	406	317	228	49
1770	1281	892	73	404	445	896	897	318	369
1930	1761	1082	893	584	495	1086	1277	478	1079
1940	1771	1282	1083	894	715	1436	1437	898	1279
	1931	1582	1383	1584	1085	1586	1587	1278	1589
	1941	1932	1583	1774	1585	1936	1937	1928	1769
	2101	2102	1773					1938	1939
			1933						
			2103						

Diagnostics (Biomechanics)

164

Diesel Engines

1221	203	204	385	1216	387	388	1239
		384	1015		1867		

Difference Equations

1238

Differential Equations

650

Digital Simulation

210	632	453		556		1889
460	2122			2036		
890						

Digital Techniques

1540	1932	1933	1934	1935	1386
------	------	------	------	------	------

Dimensional Analysis

1115

Discs

use Disks

Disks

2020	141	1323		1977	2178	339
						929
						1709

Domes

1470				1136
------	--	--	--	------

Donnell Theory

536

Doors

1502	133
------	-----

Drawbars

1404

208

Drills

2043		1667		1349
------	--	------	--	------

Drillships

use Drills
and Ships

Drive Shafts

602

Drop Tests

1483

Ducts

30	101	932	933	354	145	526	97	98	99
100	761	1122	1123	934	975	1316	527	588	589
760	1121	1622	1623	1124		1816	757	758	759
1120	1321	1962		1624			1117	1118	1119
1320	1461	2062					1317	1318	1129
1460	1961						1817		1319
2120									1509
									1779
									2119

Duffing's Differential Equation

1040

1416

Dynamic Analysis

560

1125

437

559

1829

Dynamic Antiresonant Vibration Isolator (DAVI)

808

Dynamic Balancing

73

Dynamic Buckling

130	1431	762	743
320	1471		

Dynamic Excitation

1831

2125

Dynamic Loads

use

Dynamic Excitation

Dynamic Modulus of Elasticity

523

Dynamic Plasticity

1050	281	282
1800		

Dynamic Properties

2130

385

1625

1805

Dynamic Response

830	121	332	103	114	315	396	37	588	89
1030	521	1632	113	124	1055	436	507	1648	589
1160	751	1952	193	1044	1295	586	607	2098	959

Abstract

Numbers: 1-231 232-447 448-647 648-850 851-1036 1037-1235 1236-1414 1415-1534 1535-1724 1725-1879 1880-2043 2044-2197

Volume 9

Issue	1	2	3	4	5	6	7	8	9	10	11	12
-------	---	---	---	---	---	---	---	---	---	----	----	----

Dynamic Response (Continued)							Earthquake Damage												
921	623	2064	1525	676	627	1639	1180	2041	2172		36	1918	1919						
1031	763	2114	1955	836	677	2129	2081					2008							
1131	943			926	937		Earthquake Resistant Design												
	1173			1036	1127		use Earthquake Resistant Structures												
	1723			1186	1197		Earthquake Resistant Structures												
	1983			1426	1457		1360	1181	172	173	174	175	357	198	1249				
				1706	1927		1680	1311	1102			765	1417	1268	1679				
				1756	2127		1681				825								
Dynamic Shear Modulus							Earthquake Response												
493							2170	701	1752	983	2084	1185	796	1177	798	849			
Dynamic Stability							2151				2082	2185	1267	1178	1059				
151	72	993	335	67	1668		2171							1179					
1381	1402	2123		377												1359			
1581	2173			987												2149			
				2117															
Dynamic Stiffness							Earthquakes												
90				1927			331	492	563	644	35	516	1917						
Dynamic Structural Analysis							Eigenvalue Problems												
1430	1551	852	163	1905	6	197	38	9	450	1561	452	3	234	115	236	277	448	449	
1970	1722				16	1957	1718	249	670	1881			254	235				649	
	1882				1536	2067		1819	1260				334	1415				1049	
					1726				1880										
					1826				Eigenvalues										
Dynamic Structural Response							use				Eigenvalue Problems								
use Dynamic Response							Elastic Foundations												
							80	81	82	83	844	935		797	748	1649			
Dynamic Synthesis							120	121	142	313									
							430	2112		1763									
							1650												
Dynamic Systems							Elastic Media												
2102							1070	42											
							Elastic Properties												
							1111	232				1575	766		278				
1800							301	132	523	1614	455	196		1131	2092	1276			
							501	592	1213	1854									
							1101	2042	2104			1808							
Dynamic Vibration Absorption (Equipment)							Elastic Waves												
1350	1371	142		1165		968	1479		1120	261	232	874	1335	956	47	98	239		
1480				1835					1260		682			1886	1117	258	1609		
							1320				1910								1909
							Elasticity Theory												
							1272				277								
Ears							Elastodynamic Response												
							2093												
Earth Handling Equipment							Elastohydrodynamic Properties												
							303												

Abstract												
Numbers:	1-231	232-447	448-647	648-850	851-1036	1037-1235	1236-1414	1415-1534	1535-1724	1725-1879	1880-2043	2044-2197
Volume 9												
Issue	1	2	3	4	5	6	7	8	9	10	11	12

Abstract												
Numbers:	1-231	232-447	448-647	648-850	851-1036	1037-1235	1236-1414	1415-1534	1535-1724	1725-1879	1880-2043	2044-2197
Volume 9												
Issue	1	2	3	4	5	6	7	8	9	10	11	12

Explosion Effects
1570 1921 264 2085 266 267
1234 1716

Explosives 883 1698

External Damping
740 72 76 1097 1288

Extremum Principles 9

- F -

Failure Analysis
1860 221 652 1773 1085 1008 1069
1081 1135

Fan Blades
use Fans

Fans
220 191 162 1003 1004 95 1426 1377 818 199
820 291 462 1203 1204 145 908 309
1510 581 522 1583 1704 895 1378 819
1530 1001 1002 1703 1005 1458 1509
1810 1221 1442 1863 1205 1809
1351 1702 2023
1861 1842
2021 1862
1942
2022

Fast Fourier Transform
1080 1902 1794 1935 1936 668
1938

Fast Fourier Transformation
use Fast Fourier Transform

Fatigue (Materials) 274 486

Fatigue Life
890 1213 1614 485 486 487 1578
1657

Fatigue Strength
use Fatigue Life

Fatigue Tests 1112 1026 488 889

Fiber Composites
40 691 1202 1074 325 689
140 1954 1075
690

Fibers 302
1302

Finite Difference Techniques 123 295 338

Finite Difference Theory
use Finite Difference Technique

Finite Element Technique
250 281 122 123 124 595 96 337 88 89
830 451 642 143 334 655 136 587 138 249
960 471 702 703 484 695 356 857 328 279
1150 551 962 743 704 705 436 937 588 379
1160 771 1502 913 754 1155 856 1017 598 429
1740 1151 1522 923 884 1405 1316 2097 638 459
2020 1161 1243 1244 1456 768 589
2140 1721 1353 1804 958 679
2190 1741 1753 1964 1358 929
2031 1803 1558 1049
2051 1983 1718 1169
2121 2033 1888 1229
2098 1309
1329
1449
1819
1829
2039

Flexibility Methods
1060 1404

Flexible Couplings
1930 1322 1464
1634

Flexible Foundation 1306 298

Flexible Rotors 1708

Flexural Response 1474

Flexural Vibrations
1290 781 112 693 914 1075 86 117 2138 339
1820 952 1103 1154 766 1977 779
1152 1293 1294 1976
1474

Flexural Waves 733

Flight Simulation 498 499
508

Abstract												
Numbers: 1-231 232-447 448-647 648-850 851-1036 1037-1235 1236-1414 1415-1534 1535-1724 1725-1879 1880-2043 2044-2197												
Volume 9												
Issue	1	2	3	4	5	6	7	8	9	10	11	12

Flight Tests
1794 1786 1787 1778
1796 1788
1856

Flight Vehicles
1353
1793

Floating Bodies
use Floating Structures

Floating Structures
830 954 1647 279
930

Floors
861 132 64 575 786 2037
574 785
784

Flow-Induced Excitation
use Fluid-Induced Excitation

Flow-Induced Vibration
use Fluid-Induced Excitation

Fluid Drives
1006

Fluid-Filled Containers
280 331 962 43 774 295 1327 1138
961 1642 773 1274 1135
1273 1334
1753

Fluid-Film Bearings
1288

Fluid-Induced Excitation
940 781 532 93 94 525 46 127 108 769
1640 891 942 943 694 535 696 327 938 919
941 1802 963 814 555 776 697 1158 1319
981 1972 1613 944 695 816 1467 1968 1459
1331 1982 1623 1214 775 956 1847 1469
1621 2062 1653 1274 945 1646 1967 1669
2131 2132 1813 1334 1375 1866 2137 1709
1973 1764 1435 1966 1969
2133 1814 1815 2146
1965

Fluid-Induced Vibrations
use Fluid-Induced Excitation

Flutter
150 311 312 553 74 165 556 107 148 149
980 771 432 1763 554 555 1236 307 298 309
1270 1341 742 1793 974 855 1786 557 1418 679
1310 1671 1552 1963 1134 1135 1796 737 1458 1499

Flutter (Continued)
1670 1791 1672 2133 1314 1175 1856 1327 1498 1669
1840 1811 1732 1354 1765 1946 1787 1538 1729
1960 1792 1554 1785 2026 1797 1778
2162 1794 1795 2166 2167 1788
1964 1815 1798
1868

Flywheels
1872

Foams
542 574 507 1659
572
1482

Follower Forces
751 2142 1445 298

Footings
2094

Forced Vibration
340 941 2 293 84 5 1146 928 1339
1040 1651 1272 1144 245 1416 1078 1849
2020 2051 1712 1264 1265 1098 2109
2090 1832 1138
1148
1188
1358
1508

Forcing Function
233

Forging
1507

Fossil Power Plants
1033

Foundations
491 802 1363 824 1685 996 1187 48 989
2011 1852 2024
2094

Fourier Analysis
1670 1901 494 1239

Fourier Series
114 598
1884

Fourier Techniques
use Fourier Analysis

Fourier Transformation
1 494 1386 1729

Abstract
Numbers: 1-231 232-447 448-647 648-850 851-1036 1037-1235 1236-1414 1415-1534 1535-1724 1725-1879 1880-2043 2044-2197

Volume 9

Issue 1 2 3 4 5 6 7 8 9 10 11 12

Fourier Transforms
use Fourier Transformation

Fracture Properties

281 122 124
282

Framed Structures

1922 763 1044 1125 1126 1157 1359
2083

Frames

1161 214 136 1607 518
674 2066 2067 678

Free Vibration

941 2 333 125 1346 77 328 429
961 1272 1456 957 338 939
1271 2138 949
1309
1979
2109

Freight Cars

1210 1211 193 1208 1209

Frequency

239

Frequency Analyzers

1080 1934 1935

Frequency Domain

1729

Frequency Equation

272

Frequency Response

440 1 373 204 1276
2071 274
1014

Frequency Synthesis

865 866

Friction Bearings

1620 1618 1619

Fuel Tanks

1390

Fundamental Frequency

1100 1145 1336

Fundamental Mode

2141 669

- G -

Galerkin Method

120 1883 1134 449
1964 539
1339

Gas Bearings

922 923 2115 1108
1958

Gas Turbine Blades

2035 1937

Gas Turbine Engines

1206

Gas Turbines

712 63 374 2035
373
813

Gear Boxes

721 1573 1585 897

Gear Drives

2070 528

Gears

1701 102 103 104 315 896 1127 369
1462 1463 2124 1045 1626 1627 1929
2122 2123 2125

Geometric Effects

671 672 1804 967 48
791 1844 118
1141

Geometric Imperfection Effects

1141 967 118

Girders

1475

Granular Materials

1859

Graphic Methods

1550 1741 422 353 459

Grids (Beam Grids)

75 337

Grinding (Material Removal)

1372 1508

Ground Effect Machines

861 973 1225 1706 377 1868 839

Abstract

Numbers: 1-231 232-447 448-647 648-850 851-1036 1037-1235 1236-1414 1415-1534 1535-1724 1725-1879 1880-2043 2044-2197

Volume 9

Issue 1 2 3 4 5 6 7 8 9 10 11 12

Ground Motion
360 171 472 264
494

Ground Shock
1920 1234 1597 1569

Ground Vehicles
1440 1401 1192 1933 2034 836 1397 318
1490 1256 1707 1888

Ground Vibration
170 1567 1568 709

Group Velocity
47

Guard Rails
473 208
1023

Guideways
1013

Gun Barrels
2086

Gunfire Effects
475 1758
1938

Gyroscopes
254
284

Gyroscopic Effects
72

- H -

Half-Space
232 7 278
2092

Hammers
1373 985

Handbooks
use Manuals + Handbooks

Harbors
850

Hardened Installations
1551 699

Hardened Structures
use Hardened Installations

Harmonic Analysis
1631 682 748

Harmonic Balance Method
1041 1042

Harmonic Excitation
1612 135 276 477
745 1576

Harmonic Response
111

Harmonic Waves
42

H-Beams
891

Head (Anatomy)
961 363 364 2015 128

Heat Exchangers
941 1802 1473 1965 696 1967
1966
2136

Helical Springs
1344
1474

Helicopter Blades
use Rotary Wings

Helicopter Noise
361 2012 2013 994 25 176 27 59
1855 566 807

Helicopter Rotors
480 1793 2174 177 808
1310 2173 807 1408

Helicopter Seats
1364 1189

Helicopter Vibration
1504

Helicopter Vibration Effects
1504 569

Helicopters
991 152 803 804 805 806 567 178 809
1811 312 993 1784 1555 1556 568 869
362 1503 2164 2175 1686 808 1189
992 1856 1188 1839
1879

Helmets
979

Abstract
Numbers: 1-231 232-447 448-647 648-850 851-1036 1037-1235 1236-1414 1415-1534 1535-1724 1725-1879 1880-2043 2044-2197

Volume 9

Issue 1 2 3 4 5 6 7 8 9 10 11 12

Abstract												
Numbers:	1-231	232-447	448-647	648-850	851-1036	1037-1235	1236-1414	1415-1534	1535-1724	1725-1879	1880-2043	2044-2197
Volume 9												
Issue	1	2	3	4	5	6	7	8	9	10	11	12

- I -												
Instrumentation												
2016												
Instruments												
use Instrumentation												
Interaction: Rail-Wheel												
192												
375												
1208												
1209												
675												
1379												
Interaction: Soil-Foundation												
1324												
Interaction: Soil-Structures												
490 701 492 703 704 705 706 707 48 489												
590 2011 702 1853 1275 966 2097 708 1059												
700 1362 1925 2096 1078												
1852 2185												
Interaction: Solid-Fluid												
595												
Interaction: Structure-Fluid												
1420 941 2063 125 1296 1297 1298 1559												
1421 535 1558 1899												
1435 1828												
1895												
Interaction: Structure-Foundation												
263 1185												
573 2095												
Interaction: Structure-Medium												
491 856												
Interaction: Vehicle-Guideway												
401 1602 604 1908 839												
Interaction: Wheel-Pavement												
211 1869												
1171												
Interferometers												
721 1799												
Interior Noise												
835 838												
Interior Vibration												
838												
Internal Combustion Engines												
1281 818												
1931												
Internal Damping												
1780 2141 72 85 76 1097 1229												
2192 1075												
Internal Pressure												
1648												
Abstract												
Numbers: 1-231 232-447 448-647 648-850 851-1036 1037-1235 1236-1414 1415-1534 1535-1724 1725-1879 1880-2043 2044-2197												
Volume 9												
Issue 1 2 3 4 5 6 7 8 9 10 11 12												

Internal Resonance

1034
1264

Isolation

363 576

Isolators

180 573 529
530

Isoparametric Elements

1888

Isotropy

258

Iteration

1645 448 649

- J -

Jet Aircraft

1842

Jet Engines

791 1673 756 218 219
1841 1996 598

Jet Noise

460 461 722 1674 1996 1168 199
791 1262 2158 549
1071 1842

Joint Stiffness

105

Joints (Junctions)

1600 316 488
1128
1818

Journal Bearings

90 91 922 923 424 305 1107 1108 1109
920 921 1452 1453 1284 425 1449
1110 1111 1454 1455
1450 1451 1805

- K -

Kinematics

1632

- L -

Lagging

1484

Lamb Waves

7

Laminates

use Layered Materials

Landing

640 355 636 157
1756

Landing Fields

use Aircraft Landing Areas

Landing Gear

1502 548 2069
2002 2068

Landing Impact

use Landing
and Impact Shock

Landing Pads

1756

Landing Shock

use Landing
and Impact Shock

Landing Simulation

use Landing
and Simulation

Laplace Transformation

121 1953 1065 1609
1729

Large Amplitudes

1820 1126 909

Lasers

1530

Lateral Response

1323 1184 1225 1178 1299

Launch Vehicles

481 1878

Launching

621 2194

Lawn Mowers

1705 927

Layered Materials

680 111 112 113 2094 95 476 127 78 949
950 931 912 233 1145
1760 1341 1852 913
1830 1761 1923

Abstract

Numbers: 1-231 232-447 448-647 648-850 851-1036 1037-1235 1236-1414 1415-1534 1535-1724 1725-1879 1880-2043 2044-2197

Volume 9

Issue 1 2 3 4 5 6 7 8 9 10 11 12

Least Squares Method
1750 657

Liapunov's Method
use Lyapunov Functions

Limit Analysis
2028

Linear Analysis
use Linear Theories

Linear Programming
223

Linear Systems
11 1242 655 1749
851 2052 1885 2079
2082

Linear Theories
420 356

Linkages
1130 1632 1894 935 2126 2127 2128 1129

Liquid Filled Containers
use Fluid Filled Containers

Liquid Propellant Rocket Engines
2040

Liquid Propellants
625

Liquids
572

Locks (Waterways)
360

Locomotives
2025

Longitudinal Response
210 1446 1857 638

Loves Shell Theory
1799

Lubrication
1110 1111 1452 433 924 305 386 1507 1618 1109
1453 1454 925 1619
1455

Lumped Mass Method
use Lumped Parameter Method

Lumped Parameter Method
590 704 245 1096 1177 218 1049
1880 1447 2079
2129

Lyapunov Functions
2142

- M -

Machine Diagnostics
use Diagnostic Techniques

Machine Elements
use Machinery Components

Machine Foundations
2011 1853 1685 2106

Machine Noise
use Machinery Noise

Machine Tools
1000 1201 2182 1373 185 186 187 1128 999
1160 2181 1806 577 1889 2179
2070 1986 1617
2100
2180

Machinery
430 1161 892 406 877 49
1371 369

Machinery Components
1161 1524 1636

Machinery Foundations
use Machine Foundations

Machinery Noise
971 972 1093 1094 1585 1086 577 1198 999
1092 1283 1664 1688 1199
1663 2154 1699
2153

Machinery Vibration
1350 1941 1083 1524 1585 1086 2017
1690 1584
2101

Machining
810

Magnetic Tapes
1955

Manifolds
597 948

Abstract
Numbers: 1-231 232-447 448-647 648-850 851-1036 1037-1235 1236-1414 1415-1534 1535-1724 1725-1879 1880-2043 2044-2197

Volume 9

Issue	1	2	3	4	5	6	7	8	9	10	11	12
-------	---	---	---	---	---	---	---	---	---	----	----	----

Manuals and Handbooks
1991

Marine Propellers

2024

Masonry

2172

Mass Half-Space Systems

1265

Mass-Beam Systems

1873

1445

1878

Mass-Spring Systems

530 81 522

333

1265

529

1873

Material Damping

1780

1424

1076

2107

1924

Materials Handling Equipment

1692 1693

Mathematical Modeling

use Mathematical Models

Mathematical Models

190 261 382 163 314 165 86 147 128 29
200 351 412 183 754 365 646 467 188 179
260 411 422 193 1314 875 656 607 218 379
480 551 452 273 1394 885 976 647 378 489
490 601 522 573 2054 1105 1096 857 468 629
590 961 532 583 1245 1106 1017 628 879
600 1031 622 1013 1355 1376 1177 698 969
800 1061 642 1353 1395 1476 1417 958 1049
880 1451 692 1423 1695 1696 2007 998 1069
1030 1012 1483 1845 1706 1058 1369
1050 1252 1953 1965 1756 1068 1399
1380 1352 2033 2025 1846 1108 1649
1520 1422 2053 2165 2176 1258 1819
1570 1832 2175 1508 1869
1580 2182 1628 1879
1610 1898 1889
1680 2039
1740
1750
1920
2080

Mathematical Programming

8

Matrix Methods

1290

2072

749

Maximum Response

1860

Maxwell Fluid

128

Measurement Instruments

use Measuring Instruments

Measurement Techniques

70 361 292 513 904 65 986 387 308 69
1190 371 512 603 1094 385 1056 577 1198 289
1440 1441 1092 733 1594 395 1597 2108 1199
1530 1722 1063 1704 515 2107 1599
1760 1093 1945 1689
1950 1443 1789
1743 1949
2139

Measuring Instrumentation

use Measuring Instruments

Measuring Instruments

1190 1441 292 603 504 385 286 287 288 1439
1722 903 904 905 1056 1597 1438
1433 1754 1945 1286
1943 1944 2105

Measuring Techniques

use Measurement Techniques

Mechanical Admittance

1878

Mechanical Elements

1130 531

1129

1939

Mechanical Filters

1

Mechanical Impedance

364 495 2176 857 728

Mechanical Reliability

use Reliability

Mechanical Systems

1860

255 1196 1197

Mechanical-Acoustic Systems

1733

Mechanisms

531 1132 1133 1045 2126 2127 2128
1131

Membranes

240

1154 245 1326 937 938

1560

1325 1466 1298

1638

Metal Working

370

1374 187

1200

1694

Abstract

Numbers: 1-231 232-447 448-647 648-850 851-1036 1037-1235 1236-1414 1415-1534 1535-1724 1725-1879 1880-2043 2044-2197

Volume 9

Issue 1 2 3 4 5 6 7 8 9 10 11 12

[illegible]

Moving Strips

1955

Mufflers

200 451 143 146 969
2061

Multidegree of Freedom Systems

1264 1885 686 1447 248
1566

Multistory Buildings

1680 1102 1833 1834 686 797 358 169
1177 798 799
1677 1358 1179
1359
1789
1849

Musical Instruments

231 257

- N -

Nacelles

1671 1704

Narrow-Band Excitation

244

NASTRAN (Computer Programs)

1560 1561 1552 1553 1554 1555 1556 1557 638 1559
1562 1558

Natural Frequencies/cy

120 91 322 773 104 245 16 277 88 79
310 121 612 1033 414 955 326 657 598 539
430 541 1332 1043 484 1605 336 777 778 639
540 741 1802 1293 534 1645 756 1007 1338 849
650 911 1822 1323 1364 1685 1446 1037 1448 989
990 1301 1832 1363 1444 2135 1966 1157 1628 1299
1340 1611 1644 2145 2196 1877 1638 1779
1810 1721 1974 1977 2148
2020 1821
2140 1871
2091

Noise Barriers

970 971 543 144 545 1486 1487 29
1991 2155 2156 1987
2077

Noise Control

use Noise Reduction

Noise Generation

20 581 102 183 184 1005 846 157 28 819
100 661 202 203 204 1115 876 187 818 1219
170 1011 352 213 324 1195 1116 1167 948 1509

Noise Generation (Continued)

200 1511 462 933 734 1515 1216 1517 1248
1220 1531 1512 1203 1004 1545 1516 1518
1640 1841 1942 1373 1064 1705 2128
1700 1861 2022 1493 1204 2075
1563 1514
1573 1524
1703 1674

Noise Measurement

390 371 32 543 24 205 156 27 158 159
840 1441 292 833 64 515 206 227 1198 1199
1010 862 1063 504 835 387 1398 1689
1230 902 1093 524 1995 577 1438 1949
1440 1092 1543 734 1667 1858 2159
1442 1863 1094 1998
1912 1993 1734 2108
2012 2013 1994

Noise Meters

use Sound Level Meters

Noise Path Diagnostics

23

Noise Prediction

840 441 352 353 354 25 547 548 879
880 1911 1062 1843 464 1385 817 1879
1520 1992
2160

Noise Propagation

581 878

Noise Reduction

60 191 62 153 54 145 176 57 368 99
260 671 372 323 144 155 216 177 758 159
1170 761 402 353 154 185 346 207 788 189
1510 791 672 573 184 345 546 347 988 199
1520 831 792 663 344 665 1216 367 1218 259
2000 1001 832 813 354 815 1316 497 1488 389
2120 1051 842 843 544 975 1396 767 1988 789
1221 932 1123 734 1015 1486 837 2018 1469
1351 972 1233 794 1495 1496 877 1489
1361 1002 1283 934 1545 1616 927 1519
1491 1052 1403 1484 1665 1626 1217 1539
1661 1462 1463 1494 1675 1666 1247 1699
1691 1482 1623 1544 1855 1996 1397 1989
1701 1542 1663 1564 2155 2116 1487 1999
1891 1702 1693 1624 1485 2076 1667
2001 1842 1893 1664 1565 1817
2021 1892 2023 1714 1837
2061 1962 2153 1874 1867
2022 2163 1924 1997
1984 2017
2154 2037
2184 2157
2194 2197

Abstract

Numbers: 1-231 232-447 448-647 648-850 851-1036 1037-1235 1236-1414 1415-1534 1535-1724 1725-1879 1880-2043 2044-2197

Volume 9

Issue 1 2 3 4 5 6 7 8 9 10 11 12

Noise Source Identification
 291 182 215 877 908 189
 352 1217 999
 722 1589
 1222 1867
 1262

Noise Tolerance
 371 2014 475 566 1687 2078

Nondestructive Tests
 1772 1923 898 39
 859

Nondestructive Testing
 use Nondestructive Tests

Nonholonomic Systems
 854

Nonlinear Analysis
 use Nonlinear Theories

Nonlinear Damping
 1412 1067

Nonlinear Programming
 150

Nonlinear Response
 1761 243 864 595 296 237 238
 1244

Nonlinear Systems
 10 881 2102 2044 5 6 1727 1099
 1860 655
 2045

Nonlinear Theories
 1501 126
 1046
 1886

Normal Modes
 960 44 16 7 1169
 684 806 47
 427

Nozzles
 202

Nuclear Explosion Damage
 642 139

Nuclear Explosion Detection
 1072

Nuclear Explosion Effects
 471 472 673 574 575 637 699
 1182 674 1569

Nuclear Explosions
 510 511 494

Nuclear Fuel Elements
 592

Nuclear Power Plants
 590 2011 822 593 124 585 596 197 198 1059
 830 1382 823 194 705 706 827 768 1919
 1560 1522 1363 704 785 826 1967 828
 1383 824 825 2097
 1384 1215
 2185

Nuclear Powered Ships
 435 436

Nuclear Reactor Components
 591 592 1313 1214 2145 588 589
 821 829

Nuclear Reactor Containment
 380 381 382 383 586 587 588 379
 591 592 2047 589
 1982

Nuclear Reactors
 812 594 195 196 197
 595 1866 707

Nuclear Weapons Effects
 1754 1755

Numerical Analysis
 1730 11 123 1344 75 2046 1417 319
 1471 2047 429
 2127 1239

- O -

Oceans
 279

Off-Highway Vehicles
 1697 899

Off-Shore Structures
 1315 299
 1699

Optical Measuring Instruments
 906 1437
 1946

Optimization
 1240 1241 12 893 424 855 76 997 608 1549
 1831 882 2033 654 1045 576 2027 968
 2152 1145 836
 1475 1536

Abstract

Numbers: 1-231 232-447 448-647 648-850 851-1036 1037-1235 1236-1414 1415-1534 1535-1724 1725-1879 1880-2043 2044-2197

Volume 9

Issue 1 2 3 4 5 6 7 8 9 10 11 12

Optimum Control Theory

1890 571

2049

Optimum Design

180

1043 1044

1197

1890

Orthotropism

540 1981

115 126

1820

955 1146

Oscillation

243

1706 1227

1883

2143

Oscillators

651 652

13 244

1066 247 1748

653

1067

Overhead Cranes

1475

Overhead Guideways

1300

Overspeed Testing

718

- P -

Packaging

580

1574

579

Packaging Materials

1193

1195

578 1659

Panels

320

1492

674 765

766

107 108 39

1270

1552

874

737 478 679

1134

938 1429

1964

1639

Parachutes

1252 163

Parameter Identification Technique

1411 152 2053 454

455 1246 657 658 349

1731 2052 2073 2054 2175

2177 858

2118

Parametric Excitation

520

2123

335 1066

248 1099

1130

1885

Parametric Resonance

2086

Parametric Response

1140

2045

1077

Passenger Vehicles

1192

835

1857

Pasternak Foundations

1301

Pattern Recognition Techniques

1940

1939

Pavement Roughness

790

397

Pavements

211

1684 355

359

Pendulums

1433

1656

1763

Periodic Excitation

1410

1653

465

1537 1978 1099

1823

2079

Periodic Response

330 2121 772 1313

465 296 237 238 1099

1380

1452

306 1537 1958 1159

2032

1226 1727

1276 1747

Periodic Structures

1065

Perturbation Theory

1140 61 242 13 624

1046 1097 2118

1710 421 262 243 1144

1136 1537

2050 1961 452

952

Photoelastic Analysis

290

122 1783

Photographic Techniques

909

919

Pile Foundations

1324

Pile Structures

80

1032

1925 2096

1362

Pipelines

1641

525

Pipes (Tubes)

280 381 382 383

295

767

109

380

532 2133

787

379

1640

2132

1327

769

Abstract

Numbers: 1-231 232-447 448-647 648-850 851-1036 1037-1235 1236-1414 1415-1534 1535-1724 1725-1879 1880-2043 2044-2197

Volume 9

Issue 1 2 3 4 5 6 7 8 9 10 11 12

Pipes (Tubes) (Continued)

1467

1129
1469

Piping Systems

321	322	1033	324	945	946	768	1969
	1802		944	1966	1328		
			1334		1468		
					1968		

Pistons

1610		1015	386
		1705	

Plastic Deformation

541 342

Plastic Properties

915

Plastics

1533

Plates

120	81	12	93	114	95	66	7	18	119
540	111	112	113	334	245	476	277	38	539
750	121	122	693	874	335	506	337	338	779
780	341	132	733	914	1145	866	707	778	949
950	541	332	783	954	1845	956	1037	1148	1149
2140	781	782	953	1144	1975	1146	1337	1158	1649
	951	952	1143	1154		1336	1747	1538	1809
	1151	1152	1343	1444			2147	1638	1819
	1341	1272	1473	1974				2138	1979
		1342	1973						2139
		1472							
		1972							
		2062							

Pneumatic Equipment

1661	1662	985	2157	508	2129
------	------	-----	------	-----	------

Pneumatic Lines

943

Pneumatic Springs

2016

Pneumatic Tires

1869

Pneumatic Valves

1970

Pogo Effect

481

Pogo Oscillation

use Pogo Effect

Point Source Excitation

1975

1909

Polar Correlation Technique

1262

Polymers

1434

1767

Polyurethane Resins

574

1659

Porous Materials

871

Power Plants (Facilities)

use Electric Power Plants

Power Series Method

1884

Power Transmission Systems

1550

1556

319

1626

899

1469

1879

Precast Concrete

765

Presses

1511 1693

Pressure Regulators

440

Pressure Vessels

533

Prestressed Structures

911

Probability Theory

2080 652 263

1607 708

2048

Proceedings

883

1675 396

229

Prony Series Analysis

1903

Propeller Noise

153

25

1995

159

Propulsion Systems

2075

Protective Shelters

642

2042

Abstract

Numbers: 1-231 232-447 448-647 648-850 851-1036 1037-1235 1236-1414 1415-1534 1535-1724 1725-1879 1880-2043 2044-2197

Volume 9

Issue	1	2	3	4	5	6	7	8	9	10	11	12
-------	---	---	---	---	---	---	---	---	---	----	----	----

Pulse Excitation
130 1273 1767 38 1009
538

Pumps
1701 812 1583 895 1207 1008 1739
2183 1278
1738

Pyrotechnic Shock Environment
883 514

- Q -

Quadratic Damping
1163

- R -

Rail Transportation
1520

Railroad Cars
1210 1211 1212 193 584 375 676 677 1208 1209
513 675 1106 1838
1436

Railroad Tracks
513 2184
1213

Railroad Trains
1010 1011 192 1513 1514 1515 1516 867 868 1519
1381 2025 2026 1517 1518

Railroad Vehicles
use Railroad Trains

Railroads
1060

Rails
use Railroad Tracks

Railway Vehicles
use Railroad Trains

Random Decrement Technique
1793 1785 1796 1787

Random Excitation
870 453 224 135 1066 657 1468 1979
1410 783 485 1566 997 1748 2079
995 1067
1065 1637
1707

Random Parameters
1048

Random Response
2080 82 85

Random Vibration
1540 881 992 1214 635 686 487 488 1749
1750 1751 1142 1196
1752

Rapid Transit Railways
376

Rayleigh-Ritz Method
230 1038

Rayleigh Waves
42 33 7
483

Reciprocal Measurement
736

Reciprocating Engines
1932 1523 386 389

Reciprocity Principle
98

Recording Instruments
1781 2105

Rectangular Membranes
1637 939

Rectangular Plates
1150 1821 2142 333 914 115 116 1338 779
1650 2141 1153 955 336 1978 1339
1820

Reduction Methods
778

Re-entry Vehicles
1570 636 637
1720

Regulations
660 161 372 1543 1544 1545 2076 217 1248 659
860 661 1052 1893 2154 1247 1949
1051 1542
1891 1892

Reinforced Beams
1954

Reinforced Concrete
1360 1181 1102 124 1347 168 989
1740 1551 1834 1607 1639

Reinforced Plastics
1202

Abstract
Numbers: 1-231 232-447 448-647 648-850 851-1036 1037-1235 1236-1414 1415-1534 1535-1724 1725-1879 1880-2043 2044-2197

Volume 9

Issue 1 2 3 4 5 6 7 8 9 10 11 12

[illegible]

Rotor-Induced Vibration

				804				808	809
Rotors (Machine Elements)									
180	221	72	223	404	405	416	407	218	219
220	251	222	413	424	425	606	417	608	409
410	421	332	423	844	1405	1226	427	718	419
420	431	422	893		1445	1406	607	988	429
1530	811	432	993		2035	1586	987	1288	1529
1710	1711	1582	2193		2175	1616	1407		1579
1870	1871	1712							1709
2060	1941	1932							
2190	2191	2192							

Runways

211				355					
-----	--	--	--	-----	--	--	--	--	--

- S -

Safety Belts

use Seat Belts

Safety Restraint Systems

1016

Sand

493
523

Sandwich Laminates

use Sandwich Structures

Sandwich Panels

use Panels
and Sandwich Structures

Sandwich Structures

320		114		766			39
				1146			79

Satellite Antennas

use Spacecraft Antennas

Satellites

611		623	614	625
		624	635	

Saws

1115 1147 2178

Scaling

1115

Seat Belts

1393 1016

Seats

403 1345

Secondary Waves

1275 986 1267

Seismic Design

1181	442	593	194	35	466	797	198	1269
1311	472		664	135	596	827	828	1679
2041	882		824	175	646	1137	1068	2009
	982			825	856	1187	1268	2099
	1032			1215			2008	2169
	1102			2185				

Seismic Detection

1072 584

Seismic Excitation

331	492		644	645		1187		479
			964	885				1139
			1834	965				1179

Seismic Response

1560	171	172	173	174	585	686	357	708	229
1680	821	702	563	704	705	706	707	768	829
1790		812	703	1854	1215	796	1347	1678	1919
1850		822	823			826	1677	1918	
		962	1033			1246	2097	2058	
			1753			1766			
			2083						

Seismic Response Spectra

687

Seismic Waves

232 1267
262

Self-Excited Vibrations

370	2091	1372		74	1615		1117
550							

Semiactive Isolation

1166

Sensitivity Analysis

1039

Servomechanisms

1812 947

Shafts

90	71	72	73		315	426	1227	1288	419
180	421	412	433		405	1406			1289
430	1601	1582			425				
	1951	1712			2065				
	2191	2122							

Shakedown Theorem

8

Shakers

500 1775 1776 1777

Abstract

Numbers: 1-231 232-447 448-647 648-850 851-1036 1037-1235 1236-1414 1415-1534 1535-1724 1725-1879 1880-2043 2044-2197

Volume 9

Issue	1	2	3	4	5	6	7	8	9	10	11	12
-------	---	---	---	---	---	---	---	---	---	----	----	----

128

Spacecraft
610 611 452 613 254 615 226 437 628 439
1030 1231 482 623 614 625 616 557 848 629
1411 562 1413 624 1625 626 617 1718 1029
612 1414 1875 1876 627
622 2194 1956 1717
1412 2196

Spacecraft Components
631 1232 2195 228

Spacecraft Equipment
634

Spacecraft Equipment Response
632 633 635

Spectra
621
631

Spectral Analysis
use Spectrum Analysis

Spectral Energy Distribution Technique
1752 1785

Spectrum Analysis
1080 1923 204 256 1547 1139
1200 1934 1239

Spheres
21 694 695

Spherical Shells
1140 961 1332 326 1827 128
1331 1716
1431 2146

Spherical Waves
34

Spring-Mass Systems
use Mass-Spring Systems

Springs
1712 104 1655 1656 1618 1549
1654

Squeeze Film Bearings
306 887
886 1307
1616

Squeeze Film Dampers
885 886 887

Stability
1150 11 532 613 14 15 76 417 18 349
1730 431 622 1803 844 415 626 427 248 1419
2050 551 1242 1144 615 1136 1047 298 2129
2190 1201 2182 1724 625 2026 1097 408 2179
2192 1764 1205 1147 428
1784 1615 1227 618
1807 1538
2167 1618

Stability Analysis
use Stability

Stability Methods
247

Stabilization
416

Standards
861 662 1984 515 1998

Standards and Codes
582 1733 475 1777 1249
2187

Statistical Analysis
31 643 1524 315 186 977 1048 1759
631 635 2087 1979
2125

Statistical Energy Methods
1231 1539

Statistical Methods
1887

Steady State Excitation
use Periodic Excitation

Steady-State Response
use Periodic Response

Steam Generators
use Boilers

Steam Hammer
1971

Steam Turbines
2060 71 582 583

Steels
1112

Steepest Descent Method
12 654 836

Abstract													
Numbers:	1-231	232-447	448-647	648-850	851-1036	1037-1235	1236-1414	1415-1534	1535-1724	1725-1879	1880-2043	2044-2197	
Volume 9													
Issue	1	2	3	4	5	6	7	8	9	10	11	12	

Steering Effects										Structural Resonance																								
2032					1526 2026					1478					2005																			
Stick-Slip Response										Structural Response																								
1374					1047					643 644 645 36					229																			
										1034					799																			
										1234					849																			
Stiffened Plates 1151																				1159														
Stiffened Shells										Structural Synthesis 1370										1654 1655					1038									
					536					Subharmonic Oscillations 1041 1042																								
Stiffened Structures 1721										1243					Submerged Structures 1430										2062 1143					1335 776 327 1828				
1951 1362 1833 2024 1075 1956					1128										1716 1557																			
1672					1625					Substructure Coupling use Component Mode Synthesis																								
Stiffness Coefficients 1450 1601 922										1074 1704					1107 1108 1109					1307														
Stiffness Methods 1060										1562 2072 2082					415					517 2148 479														
Stochastic Processes 2111										486 1236					299					Supersonic Aircraft 1493 1494 1495 2166 2167 1499														
															2163 2197																			
Storage 270										266 267 268 269					Surface Effect Machines 1380					1525 1426					1409									
Storage Tanks 331 962										1137 1138					Surface Roughness 1602 1013					1525 1507 1869														
															1707																			
Strings 301 1612 753										86					Surges					814														
1611					1443					1326																								
Strips										1955					Surveys use Reviews																			
Structural Design 1991										1188					Suspended Structures 991 1312																			
2041										Suspension Bridges 980 981										864 165 356 1847 2168														
Structural Components use Structural Members															1176 1676																			
Structural Elements use Structural Members															Suspension Systems (Vehicles) 1490 401										654 1395 676 1257 348 2069									
															571					1164 1465 1396 2177 1838														
1240 41 1802 673 1524 1575					137 138 139					841					1394 2025 1506					2068														
1740 341					1733 1755					1657 1158					Symposia use Proceedings																			
1831																																		
Abstract																																		
Numbers: 1-231 232-447 448-647 648-850 851-1036 1037-1235 1236-1414 1415-1534 1535-1724 1725-1879 1880-2043 2044-2197																																		
Volume 9																																		
Issue 1 2 3 4 5 6 7 8 9 10 11 12																																		

System Identification										Testing Techniques									
152	373	374				1418	859	50	291	62	63	64	635	426	67	68	729		
1732	2083	384						510	731	562	723	304	725	726	727	308			
								630	2031	732	1793	514	735	1026	1287	738			
								730		1022	1933	724	1425	1076	1347	848			
								860		1322		1774		1176	1797	1788			
								1600		1732		1784		1796		1798			
								1790		1792		1854		1876					
								1840						2106					
- T -																			
Tanker Ships										Textile Looms									
1230						1027				1031	182	183	184			917			
										1531									
										1891									
Tanks (Combat Vehicles)																			
Tanks (Containers)										Thermal Excitation									
1232	1753										1473					498	769		
Taxiing Effects																			
790																			
Temperature Effects (Excitation)										Thickness Effects									
use	Thermal Excitation									use	Geometric Effects								
Test Data										Thread Cutting									
use	Experimental Data												1635						
Test Equipment and Instrumentation										Three Dimensional Problems									
50	501	722	1783	64	505	426	507	1598	619								1799		
720		1782		1284		506	1777			Thrust Bearings									
1780						1776							926						
Test Facilities										Timoshenko Theory									
60	501	62	53		55	56	57	58	59	1100	1291	1292	743	84	295	517	1098		
400	901	502	503		285	496	497	498	289	1301									
500	1591	862					717	718	499	1881									
		902					1347	1088	1089										
		1442						1778		Tire Characteristics									
		1592						1798		1220				605	1476	397	1478	1219	
		1942											1985		1477				
Test Fixtures										Tires									
use	Test Facilities									210		1052			396		1218	1658	
Test Instrumentation										Tools									
use	Test Equipment															1147	1488		
Test Models																1667	1858		
	592							578	599	Torque									
								978		1931									
Testing Apparatus										Torsional Excitation									
use	Test Equipment and Instrumentation												1324						
Testing Equipment										Torsional Response									
use	Test Equipment and Instrumentation									1960	1951	802	1963	1114		106		998	1419
Testing Instrumentation												1212		1184		796		1178	
use	Test Equipment and Instrumentation													1474					
Testing Machines														2094					
use	Test Equipment and Instrumentation																		
Abstract																			
Numbers: 1-231 232-447 448-647 648-850 851-1036 1037-1235 1236-1414 1415-1534 1535-1724 1725-1879 1880-2043 2044-2197																			
Volume 9																			
Issue	1	2	3	4	5	6	7	8	9	10	11	12							

Testing Techniques											
50	291	62	63	64	635	426	67	68	729		
510	731	562	723	304	725	726	727	308			
630	2031	732	1793	514	735	1026	1287	738			
730		1022	1933	724	1425	1076	1347	848			
860		1322		1774		1176	1797	1788			
1600		1732		1784		1796		1798			
1790		1792		1854		1876					
1840						2106					
Textile Looms											
	1031	182	183	184			917				
	1531										
	1891										
Thermal Excitation											
			1473					498	769		
Thickness Effects											
	use	Geometric Effects									
Thread Cutting											
					1635						
Three Dimensional Problems											
										1799	
Thrust Bearings											
						926					
Timoshenko Theory											
1100	1291	1292	743	84	295		517	1098			
	1301										
	1881										
Tire Characteristics											
1220					605	1476	397	1478	1219		
					1985		1477				
Tires											
210		1052				396		1218			
								1658			
Tools											
							1147	1488			
							1667	1858			
Torque											
	1931										
Torsional Excitation											
				1324							
Torsional Response											
1960	1951	802	1963	1114		106		998	1419		
		1212		1184		796		1178			
				1474							
				2094							

Torsional Vibration
720 71 1302 1103 294 1405 1057 648 1039
820 2091 2122 1907 2019
1600
2070

Towed Bodies
use Towed Systems

Towed Systems
1803 1105 1447

Towers
800 1683 984 1236 1007 299

Tracked Vehicles
400 377 838 839
1399

Tracking Filters
1941

Tractors
403 899

Traffic Induced Vibrations
709

Traffic Noise
860 31 212 1063 464 205 206 2077 1658 259
1010 1061 1062 1263 1744 545 1746 879
1911 1572 1543 1745 1759
1912 1913

Trains
use Railroad Trains

Tramways
1512

Transducers
1082 1754 2105 1087
1944

Transfer Matrix Method
322 1243 857 518 1049

Transient Excitation
731 1643 1794 1427 1878

Transient Response
110 71 1812 583 654 1105 306 1537 1728 219
520 591 1153 1384 1575 856 1737 1159
2080 851 1903 1126
1141 1953
1331 2063

Transient Vibrations
1266 678

Transmissibility
use Transmissivity

Transmission Lines
1613 1106 918

Transportation Effects
580 512 1574

Transportation Systems
use Transportation
and Transportation Vehicles

Transportation Vehicles
1573 2087

Transverse Shear Deformation Effects
1340 111 742 743 744 225 1156 517 118 1299
1830 1291 1292 1323 955 2146
1801 1652 2093
1981

Truck Tires
840 1476 1477 1219
1220

Trucks
1221 32 603 216 217 318
402 2033 367 1218
602 1217 1248
1052 1477
1697

Trusses
1312 1625

Tubes
940 941 942 1273 1824 1135 2136 1967 1158
1642 2134 1965
2135

Tuned Dampers
1000 2088

Tunnels
270 441 266 267 268 269

Turbine Blades
310 1054 1585 96 307 308 309
1090 1007 378 1309
1277 1808 1769
1437 1809

Turbine Components
2020 1384 2035 96 718

Turbine Engines
1206

Abstract

Numbers: 1-231 232-447 448-647 648-850 851-1036 1037-1235 1236-1414 1415-1534 1535-1724 1725-1879 1880-2043 2044-2197

Volume 9

Issue 1 2 3 4 5 6 7 8 9 10 11 12

Turbines
162 1864 895 1007 428 2019
1865 2018

Turbofan Engines
1862 815
1035

Turbofans
816

Turbomachinery
310 101 443 444 445 306 417 1598 1079
1940 894 895 426 527 1459
2050 1724 446 1529
2060 1036

Turbomachinery Noise
2197

Turbulence
280 1173 1765 108 1709
1298 1729

- U -

Ultrasonic Techniques
1923

Ultrasonic Tests
use Testing Techniques

Unbalanced Mass Response
284 415
444

Underground Explosions
1072 494 799

Underground Structures
270 472 266 267 268 269
700 966 699

Underwater Explosions
735 1557
2085 2047

Underwater Sound
21 44 45 286
684 685 1916
1915

Underwater Structures
1143 125 89

Urban Noise
260 259

Urban Transportation
1911

- V -

Valves
100 1971 323 324 1285 947
190

Van der Pol Method
4

Variable Cross Section
1150 341 1323 1294 1155 336 1317 1338 749
1330 451 1977 1978 1299
1980 741 1609
1121
1651
1951
1961
2141

Variable Material Properties
341

Variational Methods
450 451 143 295 137 249
1307

Vehicle Wheels
1026

Velocity
1711
1931

Ventilation
908

Vertical Takeoff Aircraft
352 353 354

Vibrating Foundations
935 1656

Vibrating Structures
1890 1041 1042 2044 875 66 137 1748 1859
996 917

Vibration Absorbers
use Vibration Absorption (Equipment)

Vibration Absorption (Equipment)
1350 141 2152 803 1164 1057
1480

Vibration Analyzers
712 1588

Abstract
Numbers: 1-231 232-447 448-647 648-850 851-1036 1037-1235 1236-1414 1415-1534 1535-1724 1725-1879 1880-2043 2044-2197

Volume 9

Issue 1 2 3 4 5 6 7 8 9 10 11 12

Vibration Control
1840 811 552 1283 1714 185 166 1337 318 319
1541 1523 1844 985 366 838
1713 1365 946 1188
1505 1086 1568
1535 1686 2178
2155 2136

Vibration Dampers

224 1986 1057
1987

Vibration Damping

1641 432 1425 46 987 78 2139
2091 482 1006 1577
1312 1206
2006

Vibration Detectors

1090 907
1947

Vibration Effects

1112 716 1867 1078 909
786
906

Vibration Energy Method

608

Vibration Excitation

570 1054 446
1790
1910

Vibration Frequencies

956

Vibration Isolation

1690 201 552 2034 1616 1187 1058 189
1191 1682 2016 1697 1188 1129
1371 2017 1519
1691

Vibration Isolators

1350 1192 1193 654 997 809
1370 804 1057
1987

Vibration Measurement

1230 721 832 403 304 65 376 1667 288 859
1760 861 513 904 395 1056 568 1789
1281 903 1864 1345 1086 1398
1521 1083 1715 1356 1858
1443 2015
2035
2105
2195

Vibration Meters

1091 1947

Vibration Monitoring

1582 2183 1937

Vibration Prediction

1879

Vibration Recording

1781 2105

Vibration Reduction

use Vibration Control

Vibration Resonance

use Natural Frequencies

Vibration Response

80 231 602 203 4 75 166 167 18 119
170 321 313 364 425 316 747 308 129
1150 631 603 424 565 746 977 528 439
1640 801 893 564 585 1926 1357 1968 599
2060 931 953 744 1305 2176 689
1151 1503 1355 749
1555 1969
1875 2059
2165

Vibration Signatures

1584
1774

Vibration Spectra

use Vibration Response Spectra

Vibration Tests

500 1731 1202 723 724 505 726 557 68 499
730 1232 1783 764 725 1456 727 168 639
1410 1592 1284 1175 1717 728 729
2010 1782 1574 1405 2187 1358
2162 2004

Vibrators (Machinery)

490 1692 164 1775 508 359
1684 489
729

Vibratory Conveyors

use Vibrators (Machinery)
and Materials Handling Equipment

Vibratory Techniques

1851 1532 1533 164 447
2043 1684

Vibratory Tools

1534

Abstract

Numbers: 1-231 232-447 448-647 648-850 851-1036 1037-1235 1236-1414 1415-1534 1535-1724 1725-1879 1880-2043 2044-2197

Volume 9

Issue 1 2 3 4 5 6 7 8 9 10 11 12

Viscoelastic Core-Containing Media									Wave Diffraction																	
114									1070																	
Viscoelastic Damping									Wave Equation																	
340	481								85								78	1318								
480	711																									
770																		Wave Number								
2100																		use Frequency								
Viscoelastic Foundations									Wave Propagation																	
									40 261 42 483 234 465 1886 1267 258 1609																	
									680 271 232 733																	
									710 1961 242 1303																	
									1852																	
Viscoelastic Media									Wave Reflection																	
710	1581	283	1915						1927	1768	33															
1801																										
Viscoelastic Properties									Waveguide Analysis																	
912									84	1575	766	1149														
1472									294	1276						1649										
2112																		1260								
Viscous Damping									Weapons Effects																	
930	531	1134							245	1206	2109							1758 139								
Vortex-Induced Vibration									Weapons Systems																	
350	93							94	2116						1698											
Vortex Shedding									Wear																	
20	981	2022	1203	165						698							1571									
520	1621	1613																1434								
Vulnerability									Welded Joints																	
1234									1533																	
<hr/>																										
<hr/>																										
- W -																										
<hr/>																										
<hr/>																										
Walls									Wheels																	
240	2151	782	783	134	135	136	787	1269	210	1436																
2150	1832		1103	1834	545	1346	1157	2149	Wheelset																	
									1212																	
									Whirling																	
									1110	221	422	1453	414	845	416	77										
									431		942	1454		1455	1447											
Wankel Engines									2101		1872															
201																										
Washing Machines									Wind-Induced Excitation																	
181									800	901	992	1183	314	55	1176	1847	1848	169								
									2041		1312	1613	964	165	1676	2007	2168	229								
									1402		1683	1174	965	2006	849											
									1184									1579								
Water									Wind Tunnel Tests																	
640	22							636						620	561	2073		1794	1785	1786	307	1798				
									800		1671		2134		1795	2006	1997									
									1670		1791		2164		2167											
									1840																	
									1870																	
Abstract																										
Numbers: 1-231 232-447 448-647 648-850 851-1036 1037-1235 1236-1414 1415-1534 1535-1724 1725-1879 1880-2043 2044-2197																										
Volume 9																										
Issue	1	2	3	4	5	6	7	8	9	10	11	12														

Wind Tunnels	51	52	53	54	55	56	1088
Wind Turbines							1007
Windmills				984			
Wing Stores	362					977	1498 1169
	562						
Winkler Foundations		83			126		2109
Wire			1304		1886		
Woodworking Machines							789

Abstract													
Numbers:	1-231	232-447	448-647	648-850	851-1036	1037-1235	1236-1414	1415-1534	1535-1724	1725-1879	1880-2043	2044-2197	
Volume 9													
Issue	1	2	3	4	5	6	7	8	9	10	11	12	

PERIODICALS SCANNED

PUBLICATION AND ADDRESS	ABBREVIATION	PUBLICATION AND ADDRESS	ABBREVIATION
ACTA MECHANICA Springer-Verlag New York Inc. 175 Fifth Ave. New York, NY 10010	Acta Mech.	BROWN BOVERI REVIEW Brown Boveri and Co., Ltd. CH-5401, Baden, Switzerland	Brown Boveri Rev.
ACUSTICA S. Hirzel Verlag, Postfach 347 D-700 Stuttgart 1, W. Germany	Acustica	BULLETIN DE L'ACADEMIE POLONAISE DES SCIENCES, SERIES DES SCIENCES TECHNIQUES Ars Polona-Ruch 7 Krokowskie Przedmiescie, Poland	Bull. Acad. Polon. Sci., Ser. Sci. Tech.
AERONAUTICAL JOURNAL Royal Aeronautical Society 4 Hamilton Place London W1V OBQ UK	Aeronaut. J.	BULLETIN OF THE FACULTY OF ENGINEERING, YOKAHOMA NATIONAL UNIVERSITY Yokohama National University OHKA-MACHI, Minami-ku Yokohama, Japan	Bull. Fac. Engr. Yokohama Natl. Univ.
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APPLIED MATHEMATICAL MODELING IPC House, 32 High Street Guildford Surrey GU1 3EW, UK	Appl. Math. Modeling	CIVIL ENGINEERING (NEW YORK) ASCE Publications Office 345 E. 47th St., United Engr. Ctr. New York, NY 10017	Civ. Engr. (N.Y.)
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INSTITUTION OF MECHANICAL ENGINEERS, (LONDON), PROCEEDINGS Institution of Mechanical Engineers 1 Birdcage Walk, Westminster, London SW1, UK	Instn. Mech. Engr. Proc.	JOURNAL OF THE ACOUSTICAL SOCIETY OF AMERICA American Institute of Physics 335 E. 45th St. New York, NY 10010	J. Acoust. Soc. Amer.
INSTRUMENT SOCIETY OF AMERICA, TRANSACTION Instrument Society of America 400 Stanwix St. Pittsburgh, PA 15222	ISA Trans.	JOURNAL OF AIRCRAFT American Institute of Aeronautics and Astronautics, 1290 Ave. Americas, New York, NY 10019	J. Aircraft
INTERNATIONAL JOURNAL OF CONTROL Taylor and Francis Ltd. 10-14 Macklin St. London WC2B 5NF, UK	Intl. J. Control	JOURNAL OF THE AMERICAN CONCRETE INSTITUTE American Concrete Institute P. O. Box 4754, Redford Station Detroit, MI 48219	J. Amer. Concrete Inst.
INTERNATIONAL JOURNAL OF EARTHQUAKE ENGINEERING AND STRUCTURAL DYNAMICS John Wiley and Sons Ltd. 650 Third Ave. New York, NY 10016	Intl. J. Earthquake Engr. Struc. Dynam.	JOURNAL OF THE AMERICAN HELICOPTER SOCIETY American Helicopter Society, Inc. 30 E. 42nd St. New York, NY 10017	J. Amer. Helicopter Soc.

PUBLICATION AND ADDRESS	ABBREVIATION	PUBLICATION AND ADDRESS	ABBREVIATION
JOURNAL OF BALLISTICS 1339 Brandywine St. Philadelphia, PA 19123	J. Ballistics	JOURNAL OF SPACECRAFT AND ROCKETS American Institute of Aeronautics and Astronautics, 1290 Ave. Americas New York, NY 10019	J. Space- craft and Rockets
JOURNAL OF COMPOSITE MATERIALS Technomic Publishing Co., Inc. 265 Post Road West Westport, CT 06880	J. Composite Matl.	JOURNAL OF TESTING AND EVALUATION American Society for Testing & Materials 1916 Race St. Philadelphia, PA 19103	J. Test Eval.
JOURNAL OF ENGINEERING MATHEMATICS Academic Press 198 Ash Street Reading, MA 01867	J. Engr. Math.	LUBRICATION ENGINEERING American Society of Lubrication Engineers, 838 Busse Highway Park Ridge, IL 60068	Lubric. Engr.
JOURNAL OF ENVIRONMENTAL SCIENCES Institute of Environmental Sciences 940 E. Northwest Highway Mt. Prospect, IL 60056	J. Environ. Sci.	MACHINE DESIGN Penton Publishing Co. Penton Bldg., Cleveland, OH 44113	Mach. Des.
JOURNAL OF THE FRANKLIN INSTITUTE Pergamon Press, Inc. Maxwell House, Fairview Park Elmsford, NY 10523	J. Franklin Inst.	MASCHINENBAUTECHNIK VEB Verlag Technik Oranienburger Str. 13/14 102 Berlin, E. Germany	Maschinen- bautechnik
JOURNAL OF THE INSTITUTE OF ENGINEERS, AUSTRALIA Science House 157 Gloucester Sidney, Australia 2000	J. Inst. Engr., Australia	MÉCANIQUE APPLIQUÉE Editions de l'Académie De La République Socialiste de Roumanie 3 Bis Str., Gutenberg Bucarest, Romania	Mécanique Appliquée
JOURNAL OF MECHANICAL ENGINEERING SCIENCE Institution of Mechanical Engineers 1 Birdcage Walk, Westminster London SW1 H9, UK	J. Mech. Engr. Sci.	MECCANICA Pergamon Press, Inc. Maxwell House, Fairview Park Elmsford, NY 10523	Meccanica
JOURNAL OF MECHANICAL LABORATORY OF JAPAN (English Edition) The Government Mechanical Lab., Agency of Industrial Science and Technology, 4-12 Igusa Suganami-ku Tokyo, Japan	J. Mech. Lab. Japan	MECHANICAL ENGINEERING American Society of Mechanical Engineers 345 E. 47th St. New York, NY 10017	Mech. Engr.
JOURNAL OF THE MECHANICS AND PHYSICS OF SOLIDS Pergamon Press, Inc. Maxwell House, Fairview Park Elmsford, NY 10523	J. Mech. Phys. Solids	MECHANICS RESEARCH AND COMMUNICATIONS Pergamon Press, Inc. Maxwell House, Fairview Park Elmsford, NY 10523	Mech. Res. and Comm.
JOURNAL OF PHYSICS E. (SCIENTIFIC INSTRUMENTS) American Institute of Physics 335 E. 45th St. New York, NY 10017	J. Phys. E. (Sci. Instr.)	MECHANISM AND MACHINE THEORY Pergamon Press, Inc. Maxwell House, Fairview Park Elmsford, NY 10523	Mech. and Mach. Theory
JOURNAL OF SHIP RESEARCH Society of Naval Architects and Marine Engineers 20th and Northampton Sts. Easton, PA 18042	J. Ship Res.	MEMOIRES OF THE FACULTY OF ENGINEERING, KYOTO UNIVERSITY Kyoto University Kyoto, Japan	Mem. Fac. Engr., Kyoto Univ.
JOURNAL OF THE SOCIETY OF ENVIRONMENTAL ENGINEERS The Moding Press Ltd. 6 Conduit St. London W1R 9TG, UK	J. Soc. Environ. Engr.	MEMOIRES OF THE FACULTY OF ENGINEERING, NAGOYA UNIVERSITY Library, Nagoya University The Faculty of Engineering Furo-Cho, Chikusa-ku Nagoya, Japan	Mem. Fac. Engr., Nagoya Univ.
JOURNAL OF SOUND AND VIBRATION Academic Press 111 Fifth Ave., New York, NY 10019	J. Sound Vib.	MTZ MOTORTECHNISCHE ZEITSCHRIFT Frankh'sche Verlagshandlung 7 Stuttgart 1, Pfizerstrasse 5-7 W. Germany	MTZ Motor- tech. Z.

PUBLICATION AND ADDRESS	ABBREVIATION	PUBLICATION AND ADDRESS	ABBREVIATION
NAVAL ENGINEERS JOURNAL American Society of Naval Engineers Inc. Suite 507 Continental Bldg. 1012 14th St., N.W. Washington, D.C. 20005	Naval Engr. J.	SAE PREPRINTS Society of Automotive Engineers Two Pennsylvania Plaza New York, NY 10001	SAE Prepr.
NOISE CONTROL, VIBRATION AND INSULATION Trade and Technical Press Ltd. Crown House, Morden Surrey SM4 5EW, UK	Noise Control, Vib. and Insul.	SHIPBUILDING AND MARINE ENGINEERING INTERNATIONAL Whitehall Technical Press, Ltd. Earl House, 27 Earl St., Maidstone Kent ME 1PE, UK	Shipbldg. Mar. Engr. Intl.
NOISE CONTROL ENGINEERING P.O. Box 3206 - Arlington Branch Poughkeepsie, NY 12603	Noise Control Engr.	SIAM JOURNAL ON APPLIED MATHEMATICS Society for Industrial and Applied Mathematics, 33 S. 17th St. Philadelphia, PA 19103	SIAM J. Appl. Math.
NUCLEAR ENGINEERING AND DESIGN North Holland Publishing Co. P.O. Box 3489 Amsterdam, The Netherlands	Nucl. Engr. Des.	SIAM JOURNAL ON NUMERICAL ANALYSIS Society for Industrial and Applied Mathematics, 33 S. 17th St. Philadelphia, PA 19103	SIAM J. Numer. Anal.
OIL AND GAS JOURNAL The Petroleum Publishing Co. 211 S. Cheyenne Tulsa, OK 74101	Oil and Gas J.	SOCIETY OF NAVAL ARCHITECTS AND MARINE ENGINEERS, NEW YORK, TRANSACTIONS Society of Naval Architects and Engineers, 20th and Northhampton St. Easton, PA 18042	Soc. Naval Arch. Mar. Engr., Trans.
OSAKA UNIVERSITY, TECHNICAL REPORTS Faculty of Technology Osaka University Miyakojima, Osaka, Japan	Osaka Univ., Tech. Rept.	S/V, SOUND AND VIBRATION Acoustic Publications, Inc. 27101 E. Oviat Rd. Bay Village, OH 44140	S/V, Sound Vib.
PACKAGE ENGINEERING 5 S. Wabash Ave. Chicago, IL 60603	Package Engr.	TRANSACTIONS OF THE AMERICAN SOCIETY OF LUBRICATING ENGINEERS Academic Press 111 Fifth Ave., New York, NY 10017	Trans. Amer. Soc. Lubric. Engr.
POWER TRANSMISSION DESIGN Industrial Publishing Co. Division of Pittway Corp. 812 Huron Rd., Cleveland, OH 44113	Power Transm. Des.	TRANSACTIONS OF THE AMERICAN SOCIETY OF MECHANICAL ENGINEERS United Engineering Center, 345 E. 47th St. New York, NY 10017	
PROCEEDINGS OF THE AMERICAN SOCIETY OF CIVIL ENGINEERS Publications Office, ASCE United Engineering Center, 345 E. 47th St. New York, NY 10017		JOURNAL OF APPLIED MECHANICS J. Appl. Mech., Trans. ASME	
JOURNAL OF THE ENGINEERING MECHANICS DIVISION	ASCE J. Engr. Mech. Div.	JOURNAL OF DYNAMIC SYSTEMS, MEASUREMENT AND CONTROL J. Dyn. Syst., Meas. and Control, Trans. ASME	
JOURNAL OF THE GEOTECHNICAL ENGINEERING DIVISION	ASCE J. Geotech. Engr. Div.	JOURNAL OF ENGINEERING FOR INDUSTRY J. Engr. Indus., Trans. ASME	
JOURNAL OF THE STRUCTURAL DIVISION	ASCE J. Struc. Div.	JOURNAL OF ENGINEERING FOR POWER J. Engr. Power, Trans. ASME	
POWER Power P. O. Box 521 Hightstown, NJ 08520	Power	JOURNAL OF LUBRICATION TECHNOLOGY J. Lubric. Tech., Trans. ASME	
PRODUCT ENGINEERING (NEW YORK) McGraw-Hill Book Co. P. O. Box 1622, New York, NY	Product Engr. (N.Y.)	TRANSACTIONS OF THE INSTRUMENT SOCIETY OF AMERICA Instrument Society of America 400 Standix St. Pittsburgh, PA 15222	Trans. Instr. Soc. Amer.
ROYAL INSTITUTION OF NAVAL ARCHITECTS, TRANSACTIONS Royal Institution of Naval Architects 10 Upper Belgrave St. London SW1X 8BQ, UK	Roy. Instn. Naval Arch., Trans.		

PUBLICATION AND ADDRESS	ABBREVIATION	PUBLICATION AND ADDRESS	ABBREVIATION
TRANSACTIONS OF THE NORTH EAST COAST INSTITUTION OF ENGINEERS AND SHIPBUILDERS North East Coast Institution of Engineers Bolbec Hall, Newcastle Upon Tyne 1 UK	Trans. North East Coast Inst. Engr. Shipbldg.	WEAR Elsevier Sequoia S.A. P. O. Box 851 1001 Lausanne 1, Switzerland	Wear
VDI ZEITSCHRIFT Verein Duetscher Ingenieur GmbH Postfach 1139, Graf-Recke Str. 84 4 Duesseldorf 1, Germany	VDI Z.	ZEITSCHRIFT FÜR ANGEWANDTE MATHEMATIK UND MECHANIK Akademie Verlag GmbH Liepsiger Str. 3-4 108 Berlin, Germany	Z. angew. Math. Mech.
VEHICLE SYSTEMS DYNAMICS Swets and Zeitlinger N.V. 347 B Herreweg Lisse, The Netherlands	Vehicle Syst. Dyn.	ZEITSCHRIFT FÜR FLUGWISSENSCHAFTEN DFVLR D-3300 Braunschweig Flughafen, Postfach 3267, W. Germany	Z. Flugwiss
VIBROTECHNIKA Kauno Polytechnikos Institutas Kaunas, Lithuania	Vibro- technika		

ANNUAL PROCEEDINGS SCANNED

INTERNATIONAL CONGRESS ON ACOUSTICS, ANNUAL PROCEEDINGS	Intl. Cong. Acoust., Proc	THE SHOCK AND VIBRATION BULLETIN, UNITED STATES NAVAL RESEARCH LABORATORIES, ANNUAL PROCEEDINGS Shock and Vibration Information Ctr. Naval Research Lab., Code 8404 Washington, D.C. 20375	Shock Vib. Bull., U.S. Naval Res. Lab., Proc.
INSTITUTE OF ENVIRONMENTAL SCIENCES, ANNUAL PROCEEDINGS Institute of Environmental Sciences 940 E. Northwest Highway Mt. Prospect, IL 60056	Inst. Environ. Sci., Proc.	UNITED STATES CONGRESS ON APPLIED MECHANICS, ANNUAL PROCEEDINGS	U.S. Cong. Appl Mech., Proc.
MIDWESTERN CONFERENCE ON SOLID MECHANICS, ANNUAL PROCEEDINGS	Midw. Conf. Solid Mech., Proc.	WORLD CONGRESS ON APPLIED MECHANICS, ANNUAL PROCEEDINGS	World Cong. Appl. Mech., Proc.

CALENDAR

MARCH 1978

- 25-27 **Applied Mechanics Western and J.S.M.E. Conference**, Honolulu, Hawaii (ASME Hq.)

APRIL 1978

- 3-5 **Structures, Structural Dynamics and Materials Conference**, [ASME] Bethesda, MD (ASME Hq.)
- 9-13 **Gas Turbine Conference & Products Show**, [ASME] London (ASME Hq.)
- 17-20 **Design Engineering Conference & Show** [ASME] Chicago, IL (R.C. Rosaler, Rice Assoc., 400 Madison Ave., N.Y., NY 10017)
- 17-20 **24th Annual Technical Meeting and Equipment Exposition** [IES] Fort Worth, TX (IES Hq.)
- 24-28 **Spring Convention** [ASCE] Pittsburgh, PA (ASCE Hq.)

MAY 1978

- 4-5 **IX Southeastern Conference on Theoretical and Applied Mechanics** [SECTAM] Nashville, TN (Dr. R.J. Bell, SECTAM, Dept. of Engrg. Sci. & Mech., Virginia Polytechnic Inst. & State Univ., Blacksburg, VA 24061)
- 8-10 **Inter-NOISE 78**, San Francisco, CA (INCE, W.W. Lang)
- 8-11 **Offshore Technology Conference**, Houston, TX (SPE, Mrs. K. Lee, Mtgs. Section, 6200 N. Central Expressway, Dallas, TX 75206)
- 14-19 **Society for Experimental Stress Analysis**, Wichita, KS (SESA, B.E. Rossi)
- 16-19 **Acoustical Society of America, Spring Meeting**, [ASA] Miami Beach, FL (ASA Hq.)

JUNE 1978

- 30 **Eighth U.S. Congress of Applied Mechanics**, [ASME] Los Angeles, CA (ASME)

SEPTEMBER 1978

- 24-27 **Design Engineering Technical Conference**, [ASME] Minneapolis, MN (ASME Hq.)

OCTOBER 1978

- 49th Shock and Vibration Symposium**, Washington D.C. (H.C. Pusey, Director, The Shock and Vibration Info. Ctr., Code 8404, Naval Res. Lab., Washington, D.C. 20375 Tel. (202) 767-3306)
- 1-4 **Design Engineering Technical Conference**, [ASME] Minneapolis, MN (ASME Hq.)
- 8-11 **Diesel and Gas Engine Power Conference and Exhibit**, [ASME] Houston, TX (ASME Hq.)
- 8-11 **Petroleum Mechanical Engineering Conference**, [ASME] Houston, TX (ASME Hq.)
- 17-19 **Joint Lubrication Conference**, [ASME] Minneapolis, MN (ASME Hq.)
- 26-Dec 1 **Acoustical Society of America, Fall Meeting**, [ASA] Honolulu, Hawaii (ASA Hq.)

DECEMBER 1978

- 10-15 **Winter Annual Meeting**, [ASME] San Francisco, CA (ASME Hq.)

CALENDAR ACRONYM DEFINITIONS AND ADDRESSES OF SOCIETY HEADQUARTERS

AFIPS:	American Federation of Information Processing Societies 210 Summit Ave., Montvale, NJ 07645	ICF:	International Congress on Fracture Tohoku Univ. Sendai, Japan
AGMA:	American Gear Manufacturers Association 1330 Mass. Ave., N.W. Washington, D.C.	IEEE:	Institute of Electrical and Electronics Engineers 345 E. 47th St. New York, NY 10017
AHS:	American Helicopter Society 1325 18 St. N.W. Washington, D.C. 20036	IES:	Institute of Environmental Sciences 940 E. Northwest Highway Mt. Prospect, IL 60056
AIAA:	American Institute of Aeronautics and Astronautics, 1290 Sixth Ave. New York, NY 10019	IFTOMM:	International Federation for Theory of Machines and Mechanisms, US Council for TMM, c/o Univ. Mass., Dept. ME Amherst, MA 01002
AICHE:	American Institute of Chemical Engineers 345 E. 47th St. New York, NY 10017	INCE:	Institute of Noise Control Engineering P.O. Box 3206, Arlington Branch Poughkeepsie, NY 12603
AREA:	American Railway Engineering Association 59 E. Van Buren St. Chicago, IL 60605	ISA:	Instrument Society of America 400 Stanwix St. Pittsburgh, PA 15222
AHS:	American Helicopter Society 30 E. 42nd St. New York, NY 10017	ONR:	Office of Naval Research Code 40084, Dept. Navy Arlington, VA 22217
ARPA:	Advanced Research Projects Agency	SAE:	Society of Automotive Engineers 400 Commonwealth Drive Warrendale, PA 15096
ASA:	Acoustical Society of America 335 E. 45th St. New York, NY 10017	SEE:	Society of Environmental Engineers 6 Conduit St. London W1R 9TG, UK
ASCE:	American Society of Civil Engineers 345 E. 45th St. New York, NY 10017	SESA:	Society for Experimental Stress Analysis 21 Bridge Sq. Westport, CT 06880
ASME:	American Society of Mechanical Engineers 345 E. 47th St. New York, NY 10017	SNAME:	Society of Naval Architects and Marine Engineers, 74 Trinity Pl. New York, NY 10006
ASNT:	American Society for Nondestructive Testing 914 Chicago Ave. Evanston, IL 60202	SPE:	Society of Petroleum Engineers 6200 N. Central Expressway Dallas, TX 75206
ASQC:	American Society for Quality Control 161 W. Wisconsin Ave. Milwaukee, WI 53203	SVIC:	Shock and Vibration Information Center Naval Research Lab., Code 8404 Washington, D.C. 20375
ASTM:	American Society for Testing and Materials 1916 Race St. Philadelphia, PA 19103	URSI-USNC:	International Union of Radio Science - US National Committee c/o MIT Lincoln Lab., Lexington, MA 02173
CCCAM:	Chairman, c/o Dept. ME, Univ. Toronto, Toronto 5, Ontario, Canada		